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THE TIMES

Why Labour looks good in Australia, page 12

Mr Shore joins battle for succession to Labour leadership

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Hesitation in anti-Healey camp

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Mr Peter Shore: Aiming to unite party.

election at this time has been sustained by a poll conducted for TV Eye.

In a survey of 250 constituency Labour Party chairmen, 61.8 per cent stated that the election of the new leader should wait until after the special party conference in January, while 38.4 per cent said it should be held by the parliamentary party now.

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United Kingdom discriminates against minority parties, Strasbourg told

Liberal plea to Europe on electoral system

By Lucy Hodges

The Liberal Party is asking the European Commission of Human Rights to rule against the British electoral system on the ground that it causes discrimination against a political minority.

The case, which was sent to Strasbourg with seven volumes of supporting evidence earlier this year, represents a bold attempt by the party to change the first-past-the-post system of electing MPs.

It will be strongly resisted, both by the main political parties and by those who resent the Liberal Party's interference in English law and practice.

The Liberals, whose case is being argued by two QCs, Mr Anthony Lester, former political adviser to Mr Roy Jenkins when he was Home Secretary, and Mr John Macdonald, point

in their submission to the low number of Liberal MPs compared with the party's vote in the country.

The Liberals say that none of the other 17 member states of the Council of Europe (Cyprus is excluded) discriminates as strongly against small parties as the United Kingdom.

Even France, which also has a first-past-the-post system, gives smaller parties a chance by having two polls.

As a result the French Communists, with 20.6 per cent of the electorate voting for them, command 18.1 per cent of the seats in the National Assembly.

The Socialists, with 22.9 per cent of the vote, have 21.5 per cent of assembly seats.

By contrast the Liberals have only 1.7 per cent of the seats in the Commons although they won 13.8 per cent of the votes at

the last election. Even in the days when the party was winning almost 30 per cent of electoral votes it was only gaining 22 per cent of Commons seats.

Mr Andrew Phillips, a former Liberal candidate and the solicitor in the case, said yesterday that the system was contrary to the European Convention on Human Rights.

The Liberals' lawyers are arguing that it contravenes three articles of the convention.

They say it breaches, for example, Article 3 of the First Protocol on free elections taken in conjunction with Article 14 of the convention, which guarantees rights and freedoms without discrimination on grounds of political or other opinion.

The complaint is being brought not only by the party but also on behalf of Mr Roger Pincham, a Liberal candidate

for Leominster, and on behalf of a Liberal voter.

Experts on electoral reform and the European Commission are doubtful that the Liberals will be successful but they do suggest that, given time, some form of proportional representation will be introduced in Britain.

It is likely that the Government will accept proportional representation for the European Parliament in the next few years. At present Britain is the only country not using that system for electing European MPs.

If other European countries used the British system the results of their elections would be radically different. An American diplomat said recently that in West Germany it would have meant Herr Franz Josef Strauss becoming Chancellor in the recent election.

Pray silence for the new Soviet toastmaster

From Michael Binyon, Moscow, Oct 16

In a move to restore some old-fashioned dignity to weddings—and cut down excessive drinking at receptions—the Soviet authorities are discreetly trying to revive a popular figure from the past, the toastmaster.

A special faculty to train toastmasters has been opened at the National University of Arts in the Estonian capital of Tallinn and has been inundated with applications. Local factories have begged the university to enrol their candidates who could then officiate at new factory banquets and so forth.

Letters have poured in from as far away as Irkutsk in Siberia asking whether would-be toastmasters could follow the course by correspondence.

The courses are held in rooms provided by a local factory, and consist of lectures on how to plan receptions, make toasts, organize speeches, amuse wedding guests and, most importantly—make sure that everyone is so busy singing, dancing, eating and playing games that there is no time to down too many glasses of vodka or champagne.

Applicants have to have a natural talent for getting on with people—tact, sensitivity and, of course, a strong voice and an infectious sense of humour. The best students are found to be people who have begun to make a name for themselves at weddings and are already in demand.

Describing the need for this traditional figure, a Soviet newspaper said that wedding receptions tended to be either elaborate displays of wealth where all the talk was of how much the dresses and what the presents were worth, or the briefest of meetings on station platforms and at airports where a few friends toasted the couple with quick sips of champagne before they set off on their honeymoon.

Soviet-style Kultura said young people actually preferred a proper wedding banquet, but were put off by the difficulties of booking a reception room, making the arrangements and getting tickets for the honeymoon. Their first quarrel often started over the wedding arrangements, the paper said.

A toastmaster could make everything go with a swing. In the old days the band leader performed that function and set the tone for the party. One of Estonia's most famous toastmasters began as a band leader 40 years ago, but now told jokes, sang songs and found something original for each of the 1,000 weddings he had conducted.

The perfect toastmaster, the paper said, did not impose his own ideas on the host. He first did his homework, asking about the couple's tastes, friends and interests. He found out who were the guests of honour, who would make speeches and who would help entertain the guests. He decided the order of the programme and gently dissuaded the hosts from any "unsuitable" entertainment which made the guests feel awkward.

Above all, the paper added, the toastmaster had to follow time-honoured traditions. There was no place for new experiments, innovations dreamed up by the university of Tallinn.

But he also insisted that "we are not a reckless administration. Our philosophy has been to proceed step by step, with all deliberate speed."

Continued on page 6, col 7

Parliament state opening is postponed

By Hugh Noyes, Parliamentary Correspondent, Westminster

The House of Lords breathed a sigh of relief yesterday at the announcement by Lord Carrington, Lord President of the Council, that the Government has agreed to postpone the state opening of the next session of Parliament for a week until November 20.

One indirect effect is that the Parliamentary Labour Party will have been able to elect a new leader in time for him to reply to the debate on the Queen's Speech at the start of the new session. That might not have been the case if the state opening had been on November 13.

The postponement will affect the return of the House of Commons on October 27 for the spill-over period before the end of the present session but no date has yet been fixed for the return.

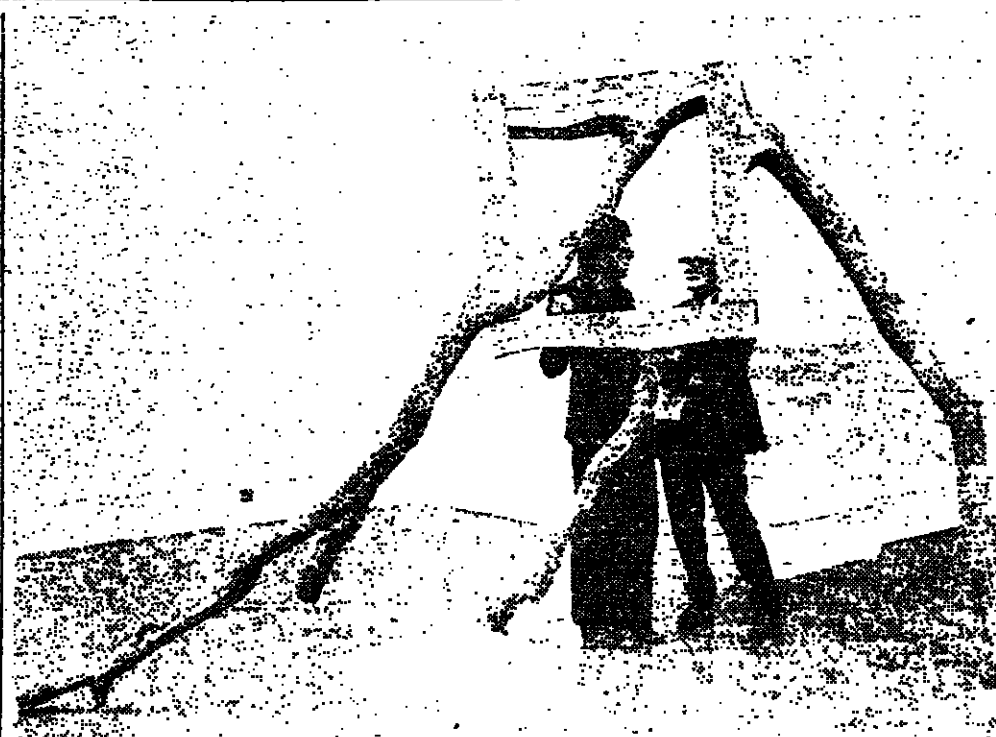
The crisis of anguish in the Lords at the merciless pressure of the legislative programme have become increasingly shrill during the past week as more and more Bills have fallen behind schedule.

It is still possible, though unlikely, that they will run an alternative against him if he is not more forthcoming in his assurances. The names being canvassed, if such a situation arose, were Lord David Owen and Mr William Rodgers.

But the main focus of attention last night was what was happening inside the anti-Healey campaign. Mr Shore, it is seen as the front-runner, though the supporters of Mr Silkin were stating that his strength was being misleadingly undermined.

Leadership stakes, page 12

Letters, page 13



A work by David Nash framing Sir Hugh Casson, PRA, and Miss Diane Waldman, of the Guggenheim Museum, New York, organizer of the British Art Now exhibition opening at the Royal Academy tomorrow.

Chancellor and Bank Governor reassure City on money policy

By Melvyn Westlake

Sir Geoffrey Howe, the Chancellor of the Exchequer, and Lord Richardson, Governor of the Bank of England, joined forces last night in an attempt to reassure the City that the Government's monetary policy was still intact in spite of this summer's setbacks.

In separate speeches at the Lord Mayor's banquet for City merchants and bankers, the Chancellor and Lord Richardson sought to focus attention beyond the immediate difficulties of monetary control.

Sir Geoffrey asserted that the Government's medium-term financial strategy "is not called into question by short-term difficulties in measuring and controlling the money supply."

But he did not go as far as the Governor in defending the monetary control of recent months. The Bank of England is widely believed to have in-

curved the displeasure of the Prime Minister over the Government's determination to "achieve its medium-term goals which remain unaltered". Sir Geoffrey maintained that policies would "be adjusted as necessary to achieve that objective."

He saw signs of progress in reducing the rate of inflation. The annual rate of retail price inflation was now about six percentage points lower than it was in May. He said: "I expect a considerable further fall by next spring."

Wholesale prices were scarcely growing at all and house prices were flat. He concluded that the policy was painful.

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Continued on page 17, col 2

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Continued on page 17, col 2

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Two more unions back Mr Foot

Mr Foot as Secretary of the Labour Party

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Black rights leader supports Mr Reagan

Washington, Oct 16.—Mr Ronald Reagan, the Republican presidential candidate, today won the important support of the black civil rights leader, Dr Ralph David Abernathy, who declared that President Carter could cure the ills of black Americans.

"I am thoroughly convinced I should not support Mr Reagan," he said. "I endorse the candidacy of Ronald Reagan as the next President of the United States."

Dr Abernathy said after a meeting with Mr Reagan in Detroit.

Dr Abernathy, the former head of the Southern Christian Leadership Conference, said he had supported Senator Edward Kennedy in the Democratic primaries. But he now opposed Mr Carter on behalf of the poor black people who cannot make it under this type of system for another six months.

"We do not need this doctor any more because we as a patient are getting sicker and we need to change doctors," he said.

Joining Dr Abernathy in supporting Mr Reagan was the Rev Hosea Williams, also a prominent black leader. "Ain't no way in the world Brother Reagan can do worse than Jimmy Carter," Mr Williams said.

With only three weeks to go before the election, Mr Carter campaigned in the north-east today while Mr Reagan sought votes in Michigan.—UPI.

Washington commentary, page 6

Leading article, page 13

More than 1.5 million out of work in France

From Ian Murray, Paris, Oct 16

For the first time the number of people unemployed in France exceeds 1.5 million, according to the latest government figures. The fact that unemployment is three times higher than it was when President Giscard d'Estaing was first elected is bound to become an important issue in the forthcoming presidential elections.

The Communist Party, whose daily newspaper L'Humanité headlined the story "The dole queue now stretches all the way from Dunkirk to Perpignan," said the insurance of the Government's policies was to blame.

Mr Raymond Barre, the Prime Minister, made it clear at the start of the budget debate in the National Assembly yesterday that his main concern was to maintain the value of the franc. He refused to consider devaluation as a way of stimulating the economy.

Le Monde commented today that whether the Government liked it or not, the process of protecting the franc was responsible for the high interest rates which were in turn contributing to the inflation figure of about 13.6 per cent.

Left-wing and union anger at the unemployment figures

has been whipped up further by comments made on Monday by M Lionel Stoleru, the junior minister in charge of immigrants and manual labour.

Speaking in Metz, he said that there was no question of France accepting one more foreigner while more than 1.4 million people were unemployed.

His audience included Moroccan mineworkers who have been on strike for more than a week to obtain higher wages. Their contracts would not be renewed, M Stoleru said, and if they wanted to return home nothing would be done to stop them.

French frontiers have been effectively closed to immigrant labour since 1974. A repatriation scheme offering 51,000 has been operating with little success. Last month, a prototype agreement was signed with Algeria, giving Algerian nationals the right to French job training before going home.

The Government hopes that this will significantly reduce the Algerian population in France, which is now 700,000.

M Stoleru's brutally expressed remarks were nothing more than a statement of things as they are, but they have prompted the unions to denounce him as "racist and contemptuous".

Leading article, page 13

Defiant revolution in Afghanistan

Language that he has used for the first time in Afghanistan was the word "defiant". He was speaking at a press conference in Moscow for President Brezhnev, who was speaking at a press conference in Moscow for President Brezhnev, who was speaking at a press conference in Moscow for President Brezhnev.

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Arabs break oil price freeze with \$2 rise

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Landing charges revolt

Eighteen airlines using Heathrow airport, London, will refuse from next month to pay the 35 per cent increase in landing charges imposed by the British Airports Authority. They are taking proceedings in the commercial court of the High Court against the authority and the Department of Trade.

Genoa: The Queen became the first British monarch to visit the city since Richard the Lion Heart.

Salisbury: Zimbabwe MPs accused the Western press of being unduly alarmist.

Commercial Vehicles: A 10-page Special Report reviewing lorries, vans and trucks at the International Motor Show.

Classified advertisements: Personal pages 23, 24; Car buyers' guide, 22; Appointments, 15.

Carter pessimism over talks about hostages

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Leader page, 13

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Leading articles: United States foreign policy; Unemployment abroad.

Features, pages 12, 15

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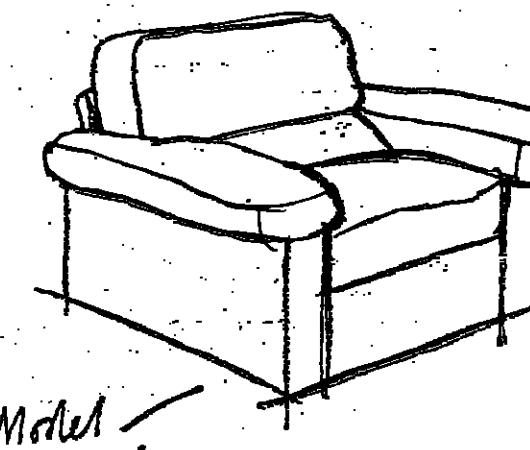
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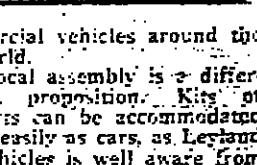


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too late. -- -- --
since its early postwar re-
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sales in its home market
provided the solid base
from which to attack over-
seas markets and at the
same time support annual
expansion plans which were
envy of its competitors.
It growth is no longer
in a substantial fall in
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vehicles.

As a whole the Japanese
economy is geared to growth
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turning to new markets
make up this slack, and
properly, with 1,210,000
vehicles, must be becoming
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That means fulfilling a variety of expectations. From transport managers looking for the most cost-effective and up-to-date models to satisfy their requirements.

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And from management, whose companies demand the highest possible productivity to give maximum profits. And that's what's so impressive about the 1981 Bedford ranges—they're ready to meet those demands.

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NEW VANS AND SMALL TRUCKS.

Our latest ranges are probably the most stylish.

around. But most important, they're built for business too. From 2,3 to 3,5 tonnes GVW, they're tough, reliable and competitively priced, and have a whole list of the latest features.

Like choice of petrol engines or the new 2.3 litre GM diesel with either manual or automatic transmissions. And a new front end that's removable in only 15 minutes for easy servicing. There's also a new exhaust system, more comfortable cab interior and lower noise level.

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Our new TL range is all set to become a major force in middle-weight trucks. It has the best all-round vision in its class, and the only tilt-cab to feature side valances for easy routine servicing. And to us the



Britain faces concerted pressure from abroad

Britain's commercial vehicle manufacturing industry, different in many ways from the mass-produced car sector, is now facing the phenomenon that over recent years has almost crippled the car companies—concerted and intense pressure from imports.

In the first seven months of this year, imports captured 23.6 per cent of the domestic lorry market, up from 22 per cent a year earlier. Such an occurrence is startling when compared with the performance of the British manufacturers whose sales were down by 9 per cent.

Although Ford's sales rose 8.7 per cent in the seven months to more than 54,000, BL and Leyland Vehicles sales of vans, Land-Rovers and lorries plummeted to fewer than 33,000, a drop of 17.5 per cent.

What makes the British lorry-makers even more angry is that the importers have managed to maintain their sales in unit terms this year in the face of a sudden and unexpected fall in demand.

At the beginning of 1980, the general view was that the UK commercial vehicle market would decline by 10 per cent over 12 months. But at the end of the spring, the market appeared to collapse overnight. June sales were down by a quarter and July sales by 21 per cent compared with a year earlier.

The seven-month registration total, at 163,900, was still only 7.2 per cent lower than the equivalent 1979 figure,

but it was the indecent speed of the summer decline that caught many of the forecasters by surprise.

The result was that workers throughout the domestic industry found themselves on short time, a situation not made happier by predictions that the lorry market would take several years to recover.

The fall-off in sales caused some hurried rethinking at the Society of Motor Manufacturers and Traders, which issued a revised forecast that the total commercial vehicle market would fall to 275,000 units this year from 306,000 in 1979, followed by a further decrease to 255,000 next year.

Then came the first slice of really sad news: Foden, the Cheshire heavy lorry maker which had been operating a three-day week since the end of June, called in the Official Receiver.

The Foden collapse is seen by some observers of the motor industry as marking the start of major structural changes not only in the British, but also the European lorry industry. More departures from the industry are not unlikely and a greater number of joint research and design deals are possible as manufacturers seek to increase the cost-effectiveness of development projects.

The British commercial vehicle manufacturing industry at present comprises four major manufacturers and four smaller, more specialised companies. The big four are led by Ford whose sales in the first seven months represented 43 per cent of total British-made lorry and van sales, followed by BL and its truck division, Leyland Vehicles, whose combined sales accounted for a further 26 per cent of the market.

Close behind is Bedford, the lorry-making arm of

Vauxhall and, on a much smaller scale, Dodge, now part of the PSA Peugeot Citroën group. Together, these two manufacturers accounted for another 26 per cent of British lorry sales in the United Kingdom in the seven months.

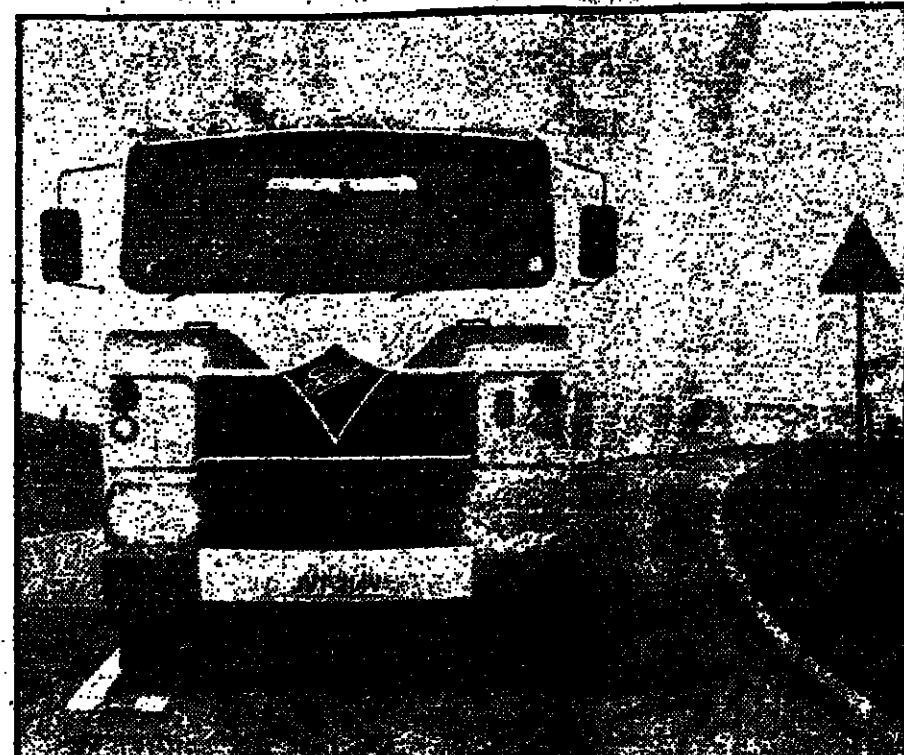
The four minnows in the business, who share most of the remaining 5 per cent, are led by Seddon Atkinson—wholly owned by the world's biggest lorry maker, International Harvester—followed by ERF of Sandbach in Cheshire, Foden, and Hestair Dennis, most renowned for its specialised municipal vehicles and fire engines.

Of this "group of eight" only BL manages to cover the whole spectrum of commercial vehicle manufacture, from car-derived vans to the heaviest articulated lorry. Ford is most dominant in the non car-derived van sector with its Transit model, Bedford and Dodge are strong in the van and heavy lorry sectors, while the four smaller companies are exclusively engaged in big lorry production.

Their overall response, not only to the downturn in the market but also to the import threat—led at the lighter end of the market by the Japanese and at the heavier end by Volvo and Mercedes-Benz—has ranged from sponsorship of Grand Prix motor racing (by Leyland Vehicles) to the more important introduction of new generations of lorries.

The latter include BL's T45, described by the Road Haulage Association as "the most important new truck ever to come out of Leyland". The first model was unveiled in March, a tractive unit called Roadtrain designed to operate at up to 40 tonnes gross vehicle weight.

More recently, Hestair



Cole, Dunsford/Times

Foden, the Cheshire heavy truck maker, has called in the Official Receiver.

Dennis launched a series of middleweight, 16-tonne vehicles for tipper and haulage work called the Delta 1600 Series. The lorries are designed to compete with imports from Volvo, Renault and VW-MAN and the home-produced Bedford TL trucks.

Other measures to stave off the foreign competition are being taken by Leyland Vehicles with its insistence that survival depends on forging closer links with parts manufacturers. In its first collaborative venture earlier this year, Leyland signed a licensing agreement

with Zehradslavsky, a Czech gearbox manufacturer. Mr. David Abell, Leyland's chairman and managing director, said: "Everyone's future in the truck business depends upon greater co-operation in the design and production of components. Leyland has been criticised in the past for being isolationist. This is no longer true."

In August, British vehicle companies pressed the Society of Motor Manufacturers and Traders to try to persuade the Japanese to impose a voluntary restriction on their exports to the United Kingdom of non car-derived vans.

These vehicles are not covered by the present under-

standing between the United Kingdom and Japan which, in effect, restricts Japanese car sales to about 11 per cent of the United Kingdom market. In recent months, Japanese manufacturers like Honda and Daihatsu have switched away from exporting vans derived from cars to vans free of restrictions and in the first six months of this year such sales increased by 11 per cent against a market growth of 4 per cent.

The voluntary restraint must be widened to cover these vans, the British manufacturers say, if the domestic industry is not to be further weakened.

Edward Townsend

Mercedes-Benz investing heavily in Britain

Lorries driving in bottom gear

According to Sir Terence Beckett, chairman of Ford of Britain and director-general of the Confederation of British Industry, the United Kingdom lorry market has not as much business in the present recession as it did in the previous one. He said that the industry was "driving in bottom gear" and that the market was "not as healthy as it was a year or two ago".

This trend is clearly reflected in the registration figures for lorries of 3.5 tons and over, which fell by 27.2 per cent in the first seven months of 1980 compared with the same period in 1979.

But why was last January's the lowest? Beckett said that the 28-ton plus category—commonly referred to as the heavy haulage lorry—was down by 27.2 per cent of the number sold in the first seven months of 1980 compared with the same period in 1979.

At 28 tons plus, the competition is more cut-throat than at lower weights, said Beckett. "It's a very competitive market, and it's a very competitive market," he said. "It's a very competitive market, and it's a very competitive market," he said.

Domestic companies which make only heavy lorries, such as Foden, ERF and Seddon-Atkinson among the domestic producers, and importers such as Volvo, Scania and DAF are therefore facing a particularly challenging time. In contrast, those companies with a spread of light-heavy models are being cushioned somewhat from what one manufacturer has called the catastrophic fall-away in demand for heavies.

Producers of more than one weight category include BL, Ford, Vauxhall-Bedford and Dodge, and from overseas, Mercedes-Benz, Iveco (Italy) and MAN-VW.

Why has the demand for heavies, particularly articulated vehicles, built to operate at the 32-ton gross weight, fallen away more sharply than that for light

and middleweight vehicles? The pattern of road work, particularly in the construction industry, has been a major factor. The construction industry has been hit hard by the recession, and this has led to a sharp decline in the demand for heavy lorries.

None of the British lorry makers is looking forward with optimism to those with whom they compete in the export market. The export activity is being geared to the needs of the country, and the British lorry makers are being hit hard by the recession.

Alan Bunt



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COMMERCIAL VEHICLES

Small firms postpone or cancel orders for vans

of lightweight vans—were able to, and lorries are inevitably more expensive. Although in January, February and March sales of the lightest "car-derived" vans of up to half a ton payload—typified by the Ford Escort, BL Marina and Vauxhall's Bedford HA models—were running at levels higher than those of 1979, there came a steep drop in registrations from March onwards, a drop which is all too apparent in the figures issued by the Society of Motor Manufacturers and Traders. Registrations continued to fall right into the autumn. By July British sales had fallen to 4,156 units for the month against 5,321 a year earlier. The year-to-date figure was 45,825 against 55,884—an 18 per cent decline.

Surprisingly, in view of the car sales pattern, imported vans in this category took a lower share of the market in the first seven months of 1980 than in 1979: 10.25 against 11.46 per cent, although the Japanese penetration rose slightly from 2.22 to 2.74 per cent. However, the SMMT

classifications are somewhat artificial in that what Ford Motor Co. refers to as "microvans"—the very narrow, flat-fronted vehicles of similar load capacity to the car-derived vans, imported from Japan by Honda, Suzuki, Daihatsu—are not included. They are lumped instead in the medium van class. This is particularly ironical as they are priced well below the car-derived competition; the Honda Acty, for instance, costs about £2,300, against the £3,000 price of a Ford Escort van.

In 1979, a total of 92,600 car-derived commercials were registered. Major manufacturers like Ford, seeing the storm clouds of recession on the horizon last January, predicted sales of 80,000 this year. Their expectations rose briefly in March but then fell back to a low level of 61,000 in July. But the latest prediction for 1980 as a whole is about 77,000 vehicles.

Ford has led the car-derived van market for some years with the Escort, and in the January/July period took 39.5 per cent, with BL 29.6 per cent—in second

place and Bedford—19.3 per cent—third. Since July Bedford's share has risen to about 30 per cent for isolated months, thanks to big orders for the HA van from the Post Office.

Moving up the weight range, sales of commercial vehicles in the SMMT's medium van category up to 3.5 tons gross have held up better, against the 1979 market. In the first seven months of 1980, 97,600 vans and trucks (including four-wheel drive vehicles like the Land-Rover, the "microvans" and heavier pick-ups) were registered, against 76,100 a year before. On paper this appears to be a rising market, but individual monthly figures reveal a less healthy position as the year has progressed. For July, 1980, registrations were 7,095, compared with 8,633 in 1979.

"Artificial" factors affected the figures early in the year. The market leader—Ford, with its Transit range—was still working flat out in January and February to cope with the backlog of orders attributable to the company's strike of many months before. Sales of many Transit models, and some competitors as well,

were subject to limitation of supply.

There is a good deal of gloom among British manufacturers in the medium van sector, not least because of growing overseas competition which is not always perceived as serious competition initially. Again, the Japanese are the prime infiltrators.

No less than five makes of Japanese one-ton pick-up trucks are now being sold in Britain from the chronological order of the appearance in Britain: Mazda, Datsun, Toyota, Mitsubishi and the General Motors associate company Isuzu. The last named is being marketed by Vauxhall with a Bedford badge, amid protests from union representatives at Vauxhall's plants. The one-ton pick-up market has grown in terms of vehicle registrations from 3,695 in 1976 to 8,268 last year.

Astonishingly, there is not a single British contender in this market for heavy-duty pick-ups styled like cars (though not strictly car-derived). Only Peugeot the Japanese monopoly. It is Japanese monopoly, for one, will not allow the Japanese to continue indefinitely, especially as the market size is predicted to grow even further. Much of

that growth is expected to be at the expense of less car-like and more costly commercial vehicles of similar carrying capacity, like the Ford Transit, Bedford CF, BL Sherpa and Dodge Spacevan.

More head-on competition for these established British-built lightweights is looming with the appearance at the motor show in Birmingham of a new range of Renault vans, of advanced design, some with front-wheel drive to give an exceptionally low load platform.

Those buyers of "traditional" commercials in the one-ton to 1.3 ton payload class, which are not seduced away by the cheaper and slicker—though less rugged and durable—one-ton pick-ups—nevertheless stand to be wooed by more directly comparable Japanese vehicles like the Toyota Hi-Ace, Datsun E20 and the newly introduced and slightly smaller Mitsubishi L300.

The highly successful rear-engine Volkswagen transporter and Mercedes-Benz 207D, fitted only with diesel engines, are further eroding the British-based manufacturers' prospects for what promises to be the toughest couple of years in most marketing men's experience.

Alan Bunting



Van market leader in its weight sector for more than a decade: Ford Transit.

Uncertain market for bus and coach builders

Even before the economic recession upset already well-established in Britain, bus and coach builders are facing a bleak future. The industry is making a bid to cut costs at home by expanding exports.

But a number of factors may lead British coach builders soon to a radical change in philosophy. Traditionally, coaches were built to start life in tours and luxury work, then graduate through private hire to schools and works contracts. Vehicles often being sold from operator to operator down the market.

Bus cuts in school transport and the recession biting into factory contracts mean the bottom has gone out of that trade, and with the tightening of European regulations, which define vehicles by type rather than by function as under British law there could be a move towards vehicles being maintained to luxury standards throughout their life, then scrapped rather than sold second-hand.

School contracts would rely, as they do at present, on government utility standards and school budgets of the time. This could elbow out many of the small down-market coach operators, and mean that the coach market could shrink from about 5,000 to as few as 2,000. But these would be more expensive and luxurious machines, and in the end, the passenger would have to pay.

One builder which has produced designs spanning tailor-made to mass-produced is Duple. Its Blackpool coachbuilder, Small, windowed Greyhound-style versions of its Dominant coach-bodies have emerged just in time to be snapped up by Wiltshire Group of Midlands, to London, express routes, though ironically the design was produced for Scottish Bus Group's new Thameslink services by British Coachways flying the flag with MAN.

Duple has just bought the

London Transport has unloaded several hundred seven-year-old pegg Freeing double-decks on to the market at prices as low as £5,000, killing much of the second-hand trade and also enabling some bus operators to delay new vehicle orders.

Manufacturers of alternatives to Leyland have been encouraged because bus operators, particularly municipalities, traditionally invited separate tenders for bodies and chassis. Preferences for bodybuilders were often stronger than those for chassis. The Leyland chassis cut across this, and independent bodybuilders as well as municipal transport managers encouraged development of alternative chassis.

The manufacturers, from the start, offered a choice of chassis. Leyland is launching a body-on-chassis version of Titan, called the Olympian, with examples bodied by several different builders co-sponsoring displayed at the motor show.

With National Bus Company both a shareholder in, and a market for, the integral Leyland National single-deck, the future of this vehicle, produced at the highly automated Workington factory, should be assured. It accounts for about 70 per cent of the British single-deck bus market.

But to judge by its vehicle orders—or lack of them—National is reeling from the body blows of the recession and Transport Act-inspired competition. Its 1981 orders, still not stabilized, look like being less than half those for 1980, which could lead to short time at, if not close of, at least one of Leyland's bus factories.

National's reaction is in contrast to the 18 per cent reduction in orders from 275 to 225 by Scottish Bus Group, which can hardly be less affected by the economic and legal climate.

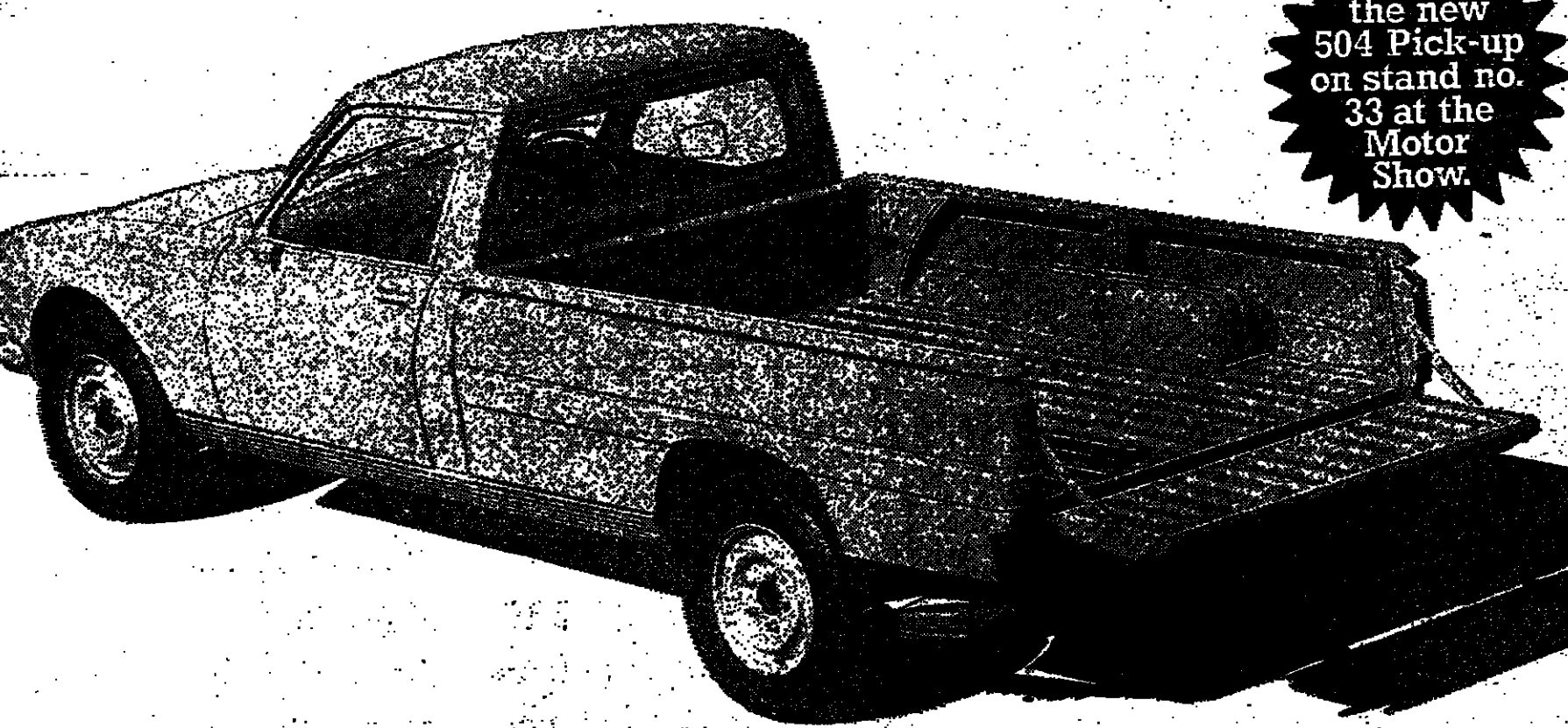
Not only Leyland, but coach bodybuilders such as Plaxton at Scarborough, are feeling the pinch. Plaxton, though announcing a 16.5 per cent cut in production next year, is going ahead with plans for an all-metal bus and has just bought Reeve Burgess of Pilsley Chatterfield to give it a foothold in the medium-sized coach market. Plaxton's plans for an integral coach, however, reflect the way the luxury end of the coach market is being nibbled at the edges by continental builders.

Several continental concerns, such as Belgian coach body builder Van Hool and

Ian Yearsley
bus and coach editor,
Motor Transport

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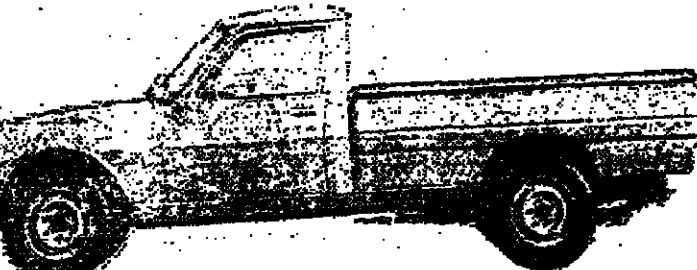
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Trucks down in the dumps

A.B.

Economist Intelligence Unit,
Spencer House, 27 St James's
Place, London.

Recession rubs salt into hauliers' wounds

Britain's 46,000 road hauliers, the band of mostly tiny operators who shift the bulk of the country's goods, were still licking their wounds after the drivers' strike of early 1979 when the present economic recession arrived.

Sharply rising costs of diesel fuel and labour were the spearhead of the attack on small hauliers' profit margins last year and they were soon to be reinforced by a sudden and sharp deterioration in business as manufacturing industry began to cut output in the face of declining demand.

More than 98 per cent of the country's road hauliers operate fewer than 20 vehicles and the average number of employees per company is 25. It is these companies which have borne the brunt of the various increasing cost pressures.

The Road Haulage Association, which has 15,000 members, says that the tonnage of freight moved over the past five years has remained static. Manufacturing output has changed little during that period and road transport, a basic service of manufacturing, has therefore followed this thin market.

In recent years there has been a slight change where own-account ton-miles has been increasing with a consequent slight decrease in contract ton-miles. Over the whole period there has been a steady increase in total ton-miles as the same amount of goods has been moved further.

Since the summer of last year, however, the picture has changed drastically. Ton-miles have fallen by an average of 10 per cent, with the steepest falls being experienced in areas affected by declining heavy industries such as steel and engineering.

But no area of the country has been immune and the decline is now becoming severe in the worst affected communities. Of the 10 per cent fall in the past 12 months, half has been suffered since April, a reflection not only of declining output but also of a tendency for companies to stockpile towards the end of their financial

years, thus depressing the demand for transport.

The RHA says: "This market loss has been reflected in lading vehicles, laid-off drivers and fleet reductions ranging from 10 to 20 per cent of operator fleets. High interest rates, severe competition for what business there is and rising costs have resulted in a burst of liquidations and bankruptcies."

Those companies still operating are said to be making little or no profit and this has been a major factor in hauliers' reluctance to buy new vehicles or replacement parts.

While the market for new vehicles has been badly affected and there have been widespread lay-offs at the major manufacturers as a result, the most serious problems are being experienced by suppliers of replacement components whose loss of business is said to be reaching levels as high as 50 per cent. Part of the reason is that operators will not capitalise on laid-up vehicles to replace defective parts on the working fleet.

Such action has, indeed, become official RHA policy. In August this year Mr Ken Rogers, the association's chairman, urged members to study closely all vehicle maintenance procedures and to repair parts rather than buy replacements. Overtime payments for drivers, fitters and clerical staff should be avoided where possible and if necessary workforces should be reduced.

He also called on hauliers to extend their own credit as far as possible but at the same time insist on rapid settlement of outstanding accounts. Members should shop around for the maximum discounts for fuel, tyres and other supplies and should change suppliers to get the best terms.

The fact that the leading spokesman for a large group of experienced businessmen should urge them to save money by limiting the number of telephone calls and the use of light and power is an indication of the depth of the recession that is now affecting road hauliers.

In the case of the few national haulage companies which operate more than 1,000 vehicles, such as the National Freight Company's British Road Services and National Carriers, the response to the fall in busi-

ness has been to concentrate less upon general haulage and to develop such activities as contract hire and rental and to diversify into non-traditional areas.

The RHA points out that despite the development of big business, most haulage operators are on a small scale and even the big companies have tended to retain the individual names and bases of their subsidiaries while giving them financial and administrative support.

"This has maintained the high levels of service that must be the hallmark of a customer-oriented industry such as haulage."

The cost of running a lorry, however, whether it be owned by BRS or a small operator, is frightening. The Society of Motor Manufacturers and Traders estimates that to operate even a light lorry of under 7.5 tons gross weight that does not require a heavy goods licence costs £13,000 a year. "To operate a 32-ton outfit costs £35,000 a year, out of which more than 18,000 goes to the Government in taxes, duties and licences even before any corporation tax is paid."

Operating costs rose by more than a fifth in 1979 and by a further 8 per cent in the first six months of this year, although since then the upward pressures have eased slightly.

There have been some reductions in the prices of new vehicles and discounting has been fairly common, while the decline in interest rates has helped cash flows. But this year, interest accounted for almost 10 per cent of the whole cost of running a lorry.

Insurance costs have risen by about 20 per cent this year and the cost of road licences for lorries has increased by 30 per cent, although these rises have been partly offset by the tendency for fuel costs to drift downwards. Fuel accounts for about 16 per cent of a lorry's operating expense and more with high-mileage vehicles.

But the SMMT has said that further cost rises are inevitable. Apart from rates and rents, which continue to increase, there is concern that wage rises will be too great a burden for many hauliers to bear. Pay is the biggest element in lorry operation, accounting for a third of total costs.

The society adds: "The telephone plays a key part



This Leyland Marathon is a unit of the British haulage fleet, whose tonnage has decreased by 10 per cent since the summer of 1979.

in administration, so that increases in charges here are a despair to road transport operators."

In addition there is the cost of fitting tachographs—the speed, distance and time recorders—estimated at £300 per vehicle and from the end of this year, the extra burden of legislation restricting driving hours per man to eight a day. "This will mean less work out of each vehicle, or else more double shifting will be needed. Either way the cost of transport is going to be forced up."

And such increases, the SMMT argues, can mean only that the price of the goods carried by lorry must also rise. It reckons that every 10 per cent increase in freight transport costs adds another 1.3 per cent to the retail price index.

Yet in the face of soaring costs, many hauliers have been forced to cut their rates

in an attempt to win whatever business there is available, a move that the RHA has condemned as shortsighted.

It has implied members to pass on rises in fuel and other costs to customers and warned them that failure to do so "will result in rapid decline which will leave British manufacturing without a haulage service when the recovery comes. Thus rates must be maintained, but hauliers too must ensure that every hour and every vehicle is used to its maximum efficiency."

Such advice, however, is difficult to accept when the chief preoccupation is survival. The RHA's Metropolitan and South-east area suffered a net loss of 49 members in the first seven months of the year having lost 189 members, of whom 79 went out of business, and gained only 140. Many others could not afford to continue paying their subscriptions.

Yet in spite of the short-term constraints, supporters of the lorry remain confident that road haulage will be the dominant form of goods transport for the foreseeable future.

Mr John Silberman, last year's RHA chairman, emphasises that the 1979 annual conference of the association that 90 per cent of goods go by road and the inflexibility and limitations of rail goods transport meant that there was no great scope for the transfer from road to rail.

The British road haulage industry had been successful in the last half century because of its ability to develop, innovate, improve and change. The change to heavier lorries, coupled with the "changeless" economics of the rail networks pointed to a thriving road haulage industry with ever-expanding frontiers.

Edward Townsend

Italo-German merger points the way

In January, 1975, the international commercial vehicle industry was surprised by an announcement that two big rivals were merging to form the second largest van, lorry and bus group in Europe. Exceeded only by Mercedes-Benz, Iveco, with headquarters in Holland, was a new company combining the commercial vehicle operations of Fiat, Italy and Klockner-Humboldt-Deutz, Germany.

Fiat contributed the lion's share with plants in Italy and France, where it has controlled the French light vehicle manufacturer Unic since the mid-1960s. KHD More companies should have followed its example in salvaging Lancia and Mercedes-Benz in taking over Humber. Some companies reported in state capital to save them. The use of Renault to pull together Scania and Berliet and the British Government's rescue of British Leyland are prime examples.

But Europe's large number of independently-minded lorry firms is still bound by national loyalties. No government wants to see a key part of its car and lorry industry acquired by another country. The result is inevitably a compromise, with cross-border agreements for joint production of expensive components such as engines and cabs. In some cases this has resulted in the establishment of jointly owned factories and in others companies have taken minority shareholdings in each other.

One of the earliest moves was the formation of the so-called Club of Four in which Volvo, Magirus-Deutz, Daimler and Scania combined to produce common parts for a range of light-weight lorries. Volvo's long search for a full merger partnership continues despite its abortive plan to join with Saab Scania and the arrangement for the Norwegian Government to take a 40 per cent stake, which was rejected by Volvo's own shareholders.

MAN, the West German heavy lorry manufacturer, has concluded a deal with Volkswagen which offers exciting prospects to both. Volkswagen wanted to move from its "van-only" stake in commercial vehicles. At the same time MAN wanted to produce lighter lorries offering bigger volume. By combining their resources in joint production, with VW

supplying the cabs, axles and gearboxes and MAN supplying the engines, frames, other parts, they can carry out their assembly. No one will be surprised if the agreement grows into much wider partnership.

Ensa, the Spanish dueler of Pegaso lorries and vans got into our trouble last year. Held talks with a number of possible partners, most of them outside Spain. Fiat International Harvester, the biggest American maker, acquired 35 per cent of the equity to add to increasingly successful job company—Seddon Atkinson.

Leyland Vehicles, lorry and bus side of has until recently pursued largely isolationist policy. This was in part because of the former dominance of British lorry market and belief that possible partners were really interested in ring only a toe hold Europe's largest commercial vehicle market.

Under its present chairman and managing director Mr David Abell, those are gone. The first sign of the new outlook was a deal signed earlier this year for Leyland to manufacture a new gearbox under licence from ZF, Germany, on Europe's leading independent gearbox producers will enable the British firm to replace its own dated "crash" boxes medium weight lorries, the gearboxes will appear in a new range of 24-tonners which will go into production at Bath, Scotland, in two years.

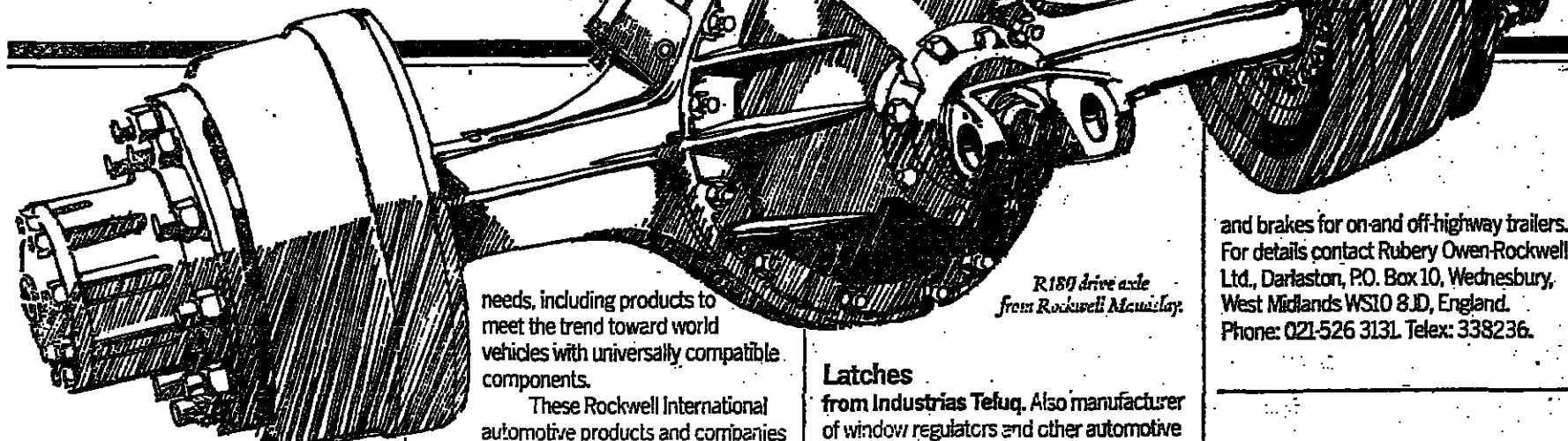
The savings in development costs and time are considerable. But of greater significance is Abell's statement that land's isolationist days are over. He said: "Other ventures involving Ley and component manufacturers will follow. We have much to offer in way of new trucks. It is oversteering the case to over-enthusiasm. Vehicle production in its history and competition is well aware of this."

He nevertheless availing himself of the possibility of mergers in the sense, although rumour such talks will raise heads from time to time.

Clifford W.

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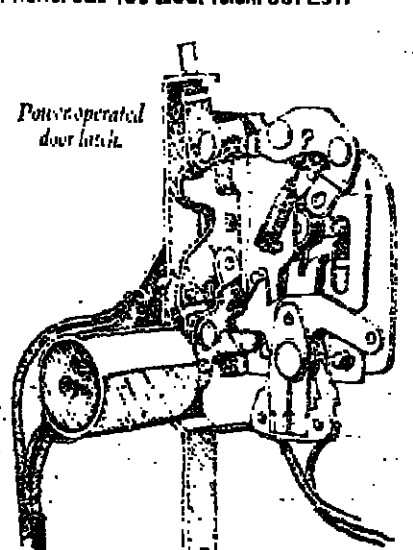
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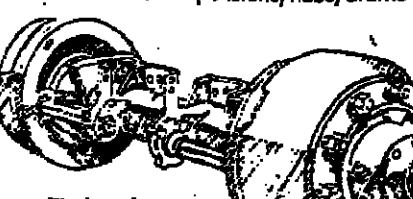


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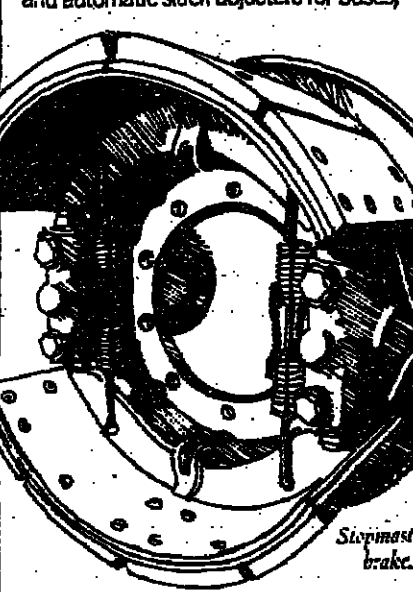


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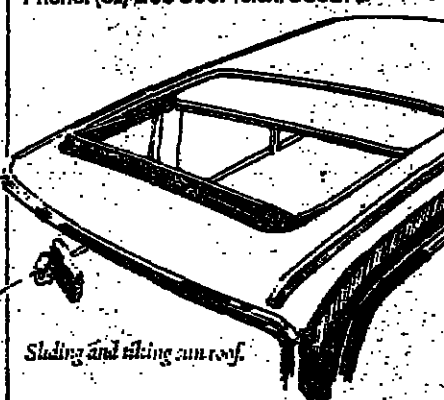
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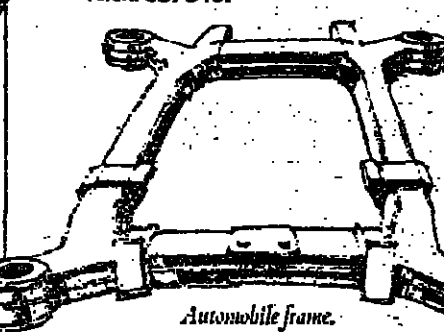
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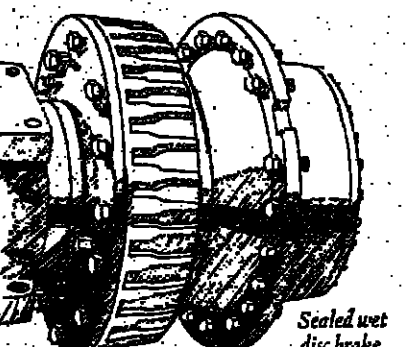
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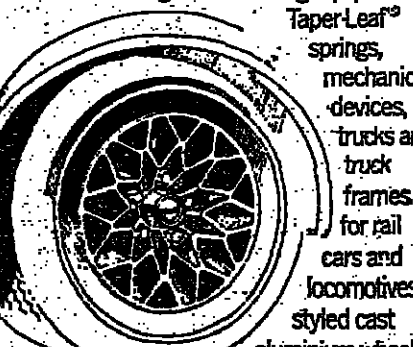
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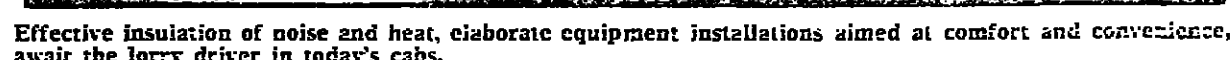
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What then does the top-quality heavy lorry offer its driver in the 1980s? A suspension seat is a universal feature. Costing several hundred pounds, these seats have scientifically contoured surfaces, and have adjustments for height and reach, cushion and back angles, driver's weight and in some cases

mirrors, heating elements in the windshield, washable "breathing" trim that keeps a driver comfortable even on hot, sweaty days, and, on those vehicles likely to be used in cold climates, heated seat cushions to bring the man into good working trim quickly on a cold morning. A hearing system to

All that costs a great deal of money, and the cab alone on a modern lorry can represent a third of the cost of the vehicle. Few would dispute that it is money well spent. A comfortable driver with good equipment is likely to be in total control of his vehicle and load—often worth as much as £250,000—even in bad weather and after a long day at the wheel.



Patrick M. Kennett

Japan's commercial vehicle industry, like its car industry, is based on high margins obtained from mass production. It will take some time to produce the market which British, American and European producers do. On the other hand, Nissan has a considerable share in the market for control of the actual production through a simple

White-collar staff unions are not far behind in their opposition. Mr. Jack Wilson, chairman of the technical, administrative and supervisory section committee at Leyland's Lancashire plant, said recently: "A quarter of the jobs here at Leyland — about 2,500 — are being saved temporarily by the government's temporary employment subsidy. That cannot go on for long. If something is not done quickly to protect these jobs, Leyland is a major worry maker and Leyland as a local community will become a social wasteland."

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350 DL pet. (1105 kg)	\$4522	\$4070	\$452
350 DL pet. (1190 kg)	\$4768	\$4292	\$476
350 DL diesel (1250 kg)	\$5352	\$4877	\$475
350 DL pet./p/u (1270 kg)	\$5550	\$4994	\$555
250 pet. crewbus	\$4994	\$4495	\$499
250 pet. minibus	\$5675	\$5176	\$499
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Criticized for trying to increase productivity

Were the workers in most industries to demand adoption of a really available means of improving their productivity by 15 to 20 per cent, and thereby make their industry more efficient, politicians would stand up and say what good chaps they were, newspaper commentators would write lengthy articles, and the public at large would heave a sigh of relief and declare that the industrial world had finally come to its senses.

The one industry which has been seeking to do just that for the past decade, however, has met with almost hysterical opposition from all sides, and still inactivity politically. That industry is road transport, and the means of improving productivity is the use of a higher permitted maximum weight. Without doubt, that apparently simple measure has attracted more ill-informed comment, more self-styled experts, more heated argument, and more sheer prejudice than any other single industrial subject in a decade.

Perhaps it is time to examine precisely what the industry needs, what it is likely to achieve from it, and what the effect will be on the rest of the country which has to live with the lorry. This autumn, the Armitage commission, which was established to study the whole question of heavy goods vehicles, is scheduled to make its preliminary findings known. For a year it has been hearing evidence from interested parties, which include railway and waterway lobbies, as well as the transport and road transport industries and innumerable environmental groups.

The most common misconception is that the industry wants bigger lorries. That is not the case and never has been. The only dimensional change concerns detailed alterations governing coupling of articulated lorries, to give them better weight distribution and, consequently, greater safety. In any case these types are three metres shorter than the already existing maximum length for lorry-and-trailer combinations. No change in the weight carried by axles has been asked for either, indeed the trend is in the opposite direction.

What is being asked for is permission to operate more or less in line with weight levels used in Europe, so

making transport more compatible and more efficient. It is significant that national regulations vary considerably elsewhere in the EEC, but they are able to operate on a common factor weight basis. That figure is in the region of 38 to 40 tonnes gross operating weight for maximum capacity lorries. In Britain the limit is 32 tons, which translates as 32,512 tonnes, while Italy, Denmark and Holland have weight limits ranging from 44 to 50 tonnes.

Let us look at the effects of those differences. The British carrier can carry about 20 tons of freight, perhaps a little less if it is perishable cargo in a refrigerated lorry. His European counterpart has a significant advantage in being able to carry about 25 tons of payload in a vehicle which is similar in every respect, except that it has a little more power and one extra axle. The costs of lorry, driver, fuel, insurance and so on are not greatly different. Consequently the vehicle carrying the heavier load does its job more efficiently, both in terms of the operator's own business success and in use of national resources.

On international traffic a further problem often arises. A high proportion of trans-European traffic travels in unaccompanied trailers, in other words the load is stowed in a trailer in, say, Manchester, and may be hauled by half a dozen different local hauliers' pulling units on its way to Athens, for example.

That work is usually costed on a tonnage basis, so the trailers originating in Europe with about 25 tons aboard invariably get the express treatment and the best hauliers on each leg, while the much less profitable but equally bulky British trailers find themselves treated with lower priorities. In that way our domestic regulations impose unnecessary burdens on freight costs, and a double burden on export traffic.

The question is often asked: "Why is everyone so concerned about transport costs? If stuff costs more to move, what has that to do with me?" The answer is, a great deal.

It is true that the hauliers and lorry operators are interested, principally, in the efficiency and profitability of their businesses, as indeed is every businessman. On the other hand it should be remembered that something like 20 per cent of the

articles an average household buys in the course of a year is transport cost, and is almost 90 per cent of British freight goes by road, that is largely road transport costs.

Consequently, reduction of, or at least containing, transport costs makes an appreciable difference to everyone's wallet, and not just the hauliers. In a wider, and perhaps more important context, that cost margin can make all the difference in our export offerings having a competitive price edge, or losing out to foreign competitors.

Among the objections levelled against raising Britain's permitted maximum truck weights, environmental considerations have traditionally led the pack. Destruction of buildings and other roadside amenities in our ancient villages and towns are claimed.

The solution to that problem can now be found on most of the London-Dover road, and the Midlands-Feltham/Harwich road, both among the most heavily lorry-populated routes in Britain. As important arteries of the nation's commerce, the routes now by-pass the narrow village streets that were the object of so much anguish in bygone years.

The only criticism can be that it was not done sooner. In fact the damage done by ground-borne vibration from lorries has never been adequately proved. I remember once doing vibration checks in Lincoln Cathedral as lorries rolled up the hill which curls around the back of it. The oscilloscope showed spectacular waves as they passed, but they went right off the screen when the cathedral organ began to play. The real issue is the social-unacceptability of big lorries close to small buildings, and nobody would agree with that more than the hauliers themselves. They prefer a clear and open road just as much as the villagers prefer a quiet and safe main street.

Safety aspects of higher weights have been called in to question, entirely without justification. No relaxation in the braking standards, brake back-up systems, stability, steering safety or any other safety-oriented aspect, has been called for or proposed, and the legal requirements apply to all lorries no matter what the weight.

In practice the heavier lorry is safer in difficult conditions, simply because it

will bite down through surface water, snow or slush and grip the road.

Improvements in operating efficiency under a higher weight structure will vary depending on the work and the route. In favourable conditions it can be as much as 25 per cent, and is seldom likely to be less than 15 per cent, in terms of cost per ton-mile of freight. Wear and tear on road surfaces will actually be reduced, because for a given amount of freight in other words a given volume of industrial output and commercial demand, a smaller number of vehicles will be required.

In most cases the average axle weight, which is the primary factor in road wear, will be slightly less. Again there is considerable variation in individual cases, but an industry-wide calculation suggests something like 10 per cent less road wear were all our current bulk freight transferred from 32-tonners to 40-tonners. Apart from the freight savings, that would reduce local authority spending gradually, too.

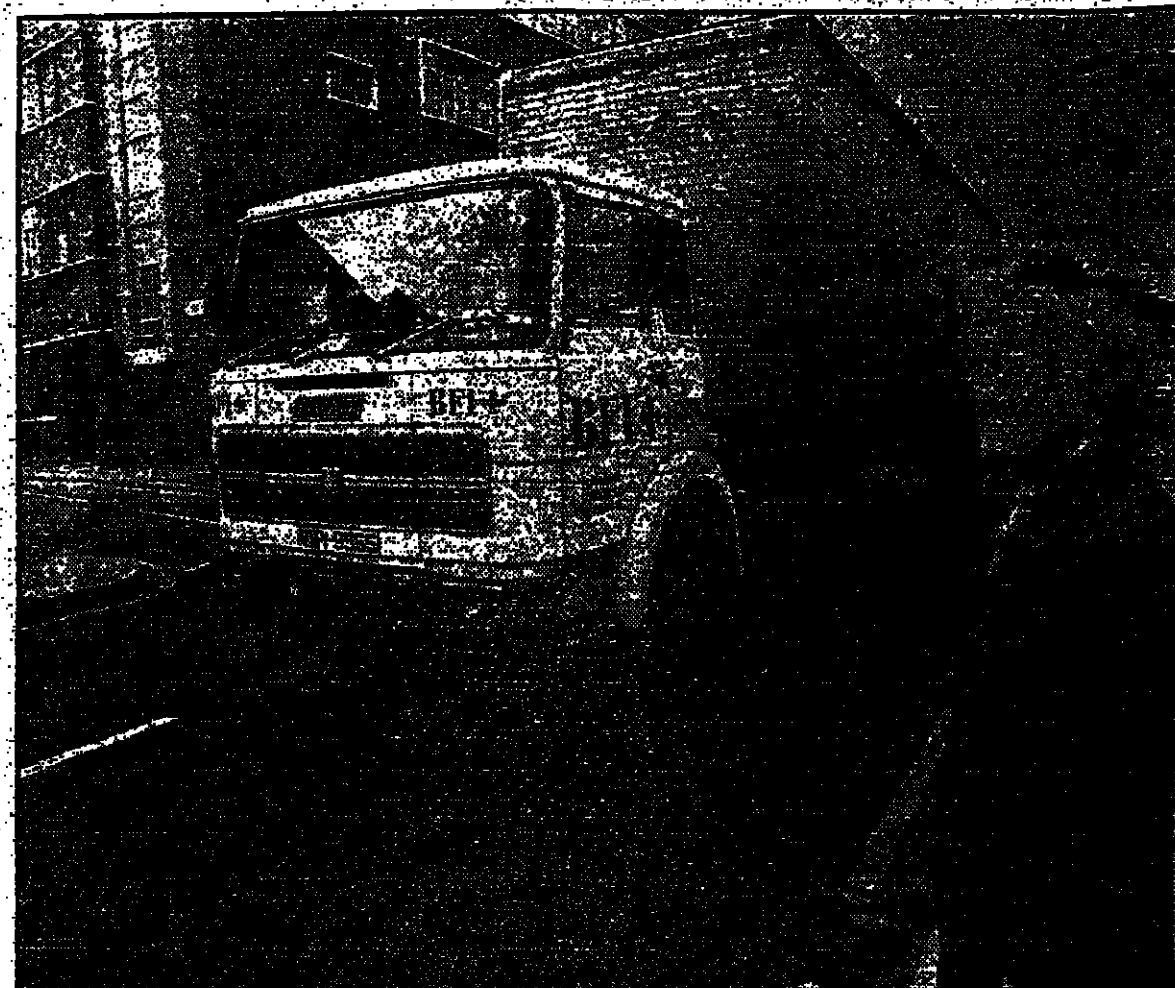
There is a common argument that increasing the capacity of lorries would generate more freight traffic. That cannot be; lorries run

because industry and commerce need goods moved. The total is not going to change with lorry type. The only factor governing their volume is the spending habits of the consumer. If every housewife stepped up the grocery purchase by 50 per cent, then the road industries would have to increase their fleets by a corresponding amount.

The economic arguments supporting the trend to heavier lorries, with greater load capacities are unassailable. Such a move would ease the financial burden on every single person in Britain, as well as help to secure company profitability and more jobs in countless thousands of businesses in Britain, ranging from the tiny five-man specialist concern to the largest manufacturing groups.

The public safeguards are already written into transport law, and in any case the manufacturing codes of practice exceed the minimum legal requirements by a considerable margin in safety matters. Can we afford to ignore those economic advantages for a moment longer?

Patrick M. Kennett



The lorry is Italian-made, but is operated by a British company in Britain, where its maximum permitted load is less than in its country of origin.

Cabin spy can be double-crossed

Among the claims made to support the legislation introducing tachographs to British lorries, to record speed, mileage, hours worked and rest periods, is that of higher safety standards among vehicles which are widely feared by the public, despite having a better accident record than any other class of road vehicle. It is true that when such instruments were introduced in Europe years ago, they achieved much improved safety records, but will the same hold true in Britain?

When West Germany, for example, introduced tachograph legislation in its present form, about 20 years ago, the working and driving habits of lorry owners were lax. There was a legal limit to driving hours, but the enforcement system was such that it meant little in practice, and frequently drivers worked a 16-hour day.

Clearly that was medically unsound, and when the automatic chart of the tachograph was substituted for the occasional written record, it resulted in far better overall working conditions for the drivers, who could no longer be exploited in working extended hours for a flat rate wage. Lorry accidents were cut considerably as a result.

Several East European and Middle Eastern countries are in the position where Germany was two decades ago, and where most other European nations have been at some time in between. In those European cases, the tachograph was welcomed by the driver unions as a method of safeguarding both the drivers' health and their jobs too.

In Britain, the background was different. The old system of recording driving hours and rest periods had

a proper enforcement procedure behind it. Strict control of log books kept by drivers, and available for examination at any subsequent time but especially as licences came up for renewal, meant that relatively few naked blatant over-hours working.

True, some worked the two log book fiddle, pretending that two men were driving alternately where there was only one, but increased use of Transport Ministry secret checks and cross-references to pay records, not to mention increased union pressures for fair working, gradually reduced such instances to a minimum. Most cases which did persist occurred in the tipping truck sector where construction sites were and are difficult to monitor.

Consequently the introduction of the tachograph into that environment was regarded by many employers as unnecessary since it did a

job that was already being done by another (cheaper) means. To the drivers it represented something of a threat as it took away their traditional flexibility, and occasional stretching of hours worked, and offered no compensating protection as it had to their continental colleagues.

The only real welcome for the tachograph in Britain came from the more complex managements in larger fleets, where data extracted from chart records could be used for journey analysis to refine operations and reduce costs.

However, that position has now changed somewhat, as both drivers and operators accustom themselves to the instrument and discover what it can and cannot do. The drivers were quick to discover that even the tachograph can be fiddled. The charts can be made to show a rest period where little or no rest was taken, and this can be uncovered only by the secret check as in the days of written log books.

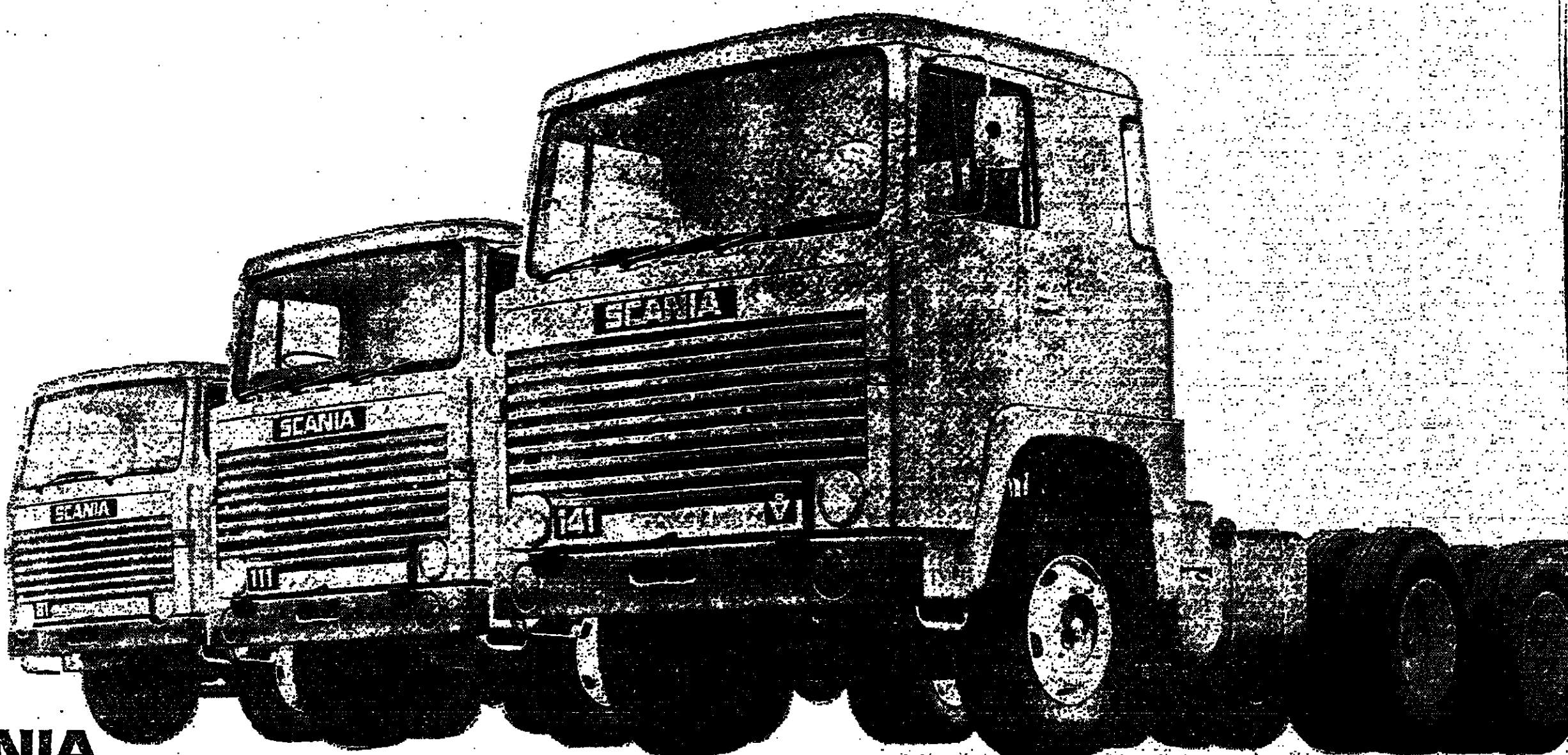
More difficult is the fiddling of speed and mileage records as, unless it is done very skilfully, a trained chart analyst will be able to detect successful defences to credit based on tachograph evidence.

Perhaps the biggest advantage that the tachograph offers is that it is a visible means of monitoring lorry movements. The use of an automatic record more acceptable to environmental watchdogs than manual record, no matter how well carried out.

That many lorry operators consider it to be an effective means of controlling the speed is an advantage that commands sympathy. The main problem can point to such circumstances on his charts and prove his point. In that respect, pressures to complete work in unrealistic times can be removed.

In some cases it has been found that lorries alleged to have been committing offences—especially speed offences—were not doing so on study of the tachograph.

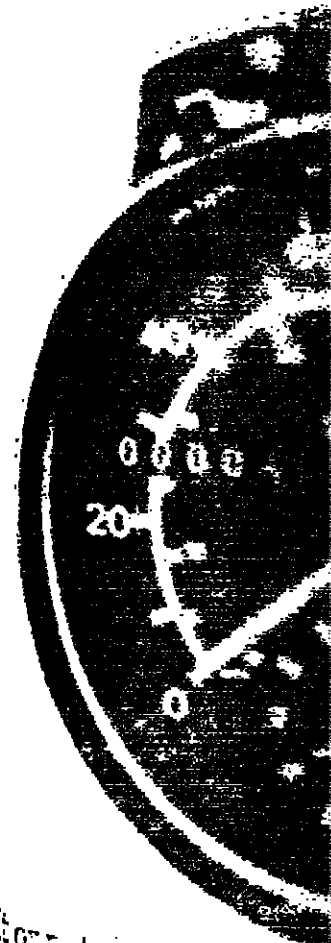
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Hissing and humming away goes the Globetrotter

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On the roadway like a knife through butter... the Volvo Globetrotter.

Volvo's Globetrotter is a truck that is built on the same chassis as the Volvo Globetrotter van. The Globetrotter van is a 1200cc, turbo-charged diesel engine, and the Globetrotter truck is a 1200cc, turbo-charged diesel engine. Both are built on the same chassis, and both are built on the same chassis.

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Road v rail—the argument that never ends

Ever since Queen Victoria took her celebrated train ride from Slough to London on June 13, 1825, there has been a bitter argument over the respective merits of road and rail as a means of efficient transport.

For most of the nineteenth century the rail lobby had its way, while legislation all but drove the road vehicle into extinction. Despite the success of steam buses as early as the 1820s, a century and a half later the paramedics have changed but the argument persists.

Today a major factor in the road versus rail argument is energy cost. The fuel used by a railway locomotive is claimed to be rather less in terms of the tonnage hauled than that of the heavy lorry. If one considers only the A to B transport job that is quite true, but that is only part of the equation.

Statistics indicate that railway rolling stock is doing useful work for only a small percentage of its total running time. About 30 per cent is considered to be a good figure in most European countries. For lorry operations, on the other hand, run at less than 60 per cent use—in other words the loaded tonnage of miles—and many achieve more. The harder one pushes that argument, however, the more variables arise in the point where no clear answers emerge.

It is far more productive to study the respective areas in which rail and road systems excel, and then examine how to gain the best from each. No one would argue that transporting things like iron ore, oil and coal over long distances can be far more efficient in trains than in the backs of lorries. The delivery of groceries and

carriage by road, whatever the distance, is clearly not possible with trains. Somewhere in between there are overlap areas where either or both can provide a service, and there lies the answer to efficient use of transport resources in terms of energy and manpower.

Many manufacturing concerns are well advanced in this dual technique in their transport and distribution, especially those with factories in regional development areas. Products ranging from baby linen to car accessories, manufactured foodstuffs to wallpaper, are packed into special road-rail containers that travel the bulk of the journey by rail, and are then handled in the big metropolitan areas where retail consumption is highest. By such joint schemes are highly efficient in many aspects, not least in energy requirement. Unfortunately, there is a limit to the amount of traffic that can be handled in this way, either because of geography in relation to the existing rail network, or in the unacceptability of the time factors involved.

Even the staunchest rail supporter will admit that the time factor is not one of the better aspects of the method. The A to B journey is quick in most cases, but collection and marshalling at the beginning of the journey, and breaking-down at the other end, can often involve lengthy delays. British Rail's "wholesale" traffic assembled in private sidings. Their task is then quick and tidy while some body else is landed with the tidily but in fact any fish, fruit—in fact any perishable goods—cannot accept that kind of time factor. It must be delivered to the store or supermarket with maximum shelf life intact, and that means fast delivery. That also means keeping the transport cost as

low as possible in final retail prices. A major area for improvement is in getting as much useful work out of the lorry in a day as possible, a policy made difficult by legislation demanding shorter driving days. Even more important is reducing empty return-running after a load has been delivered.

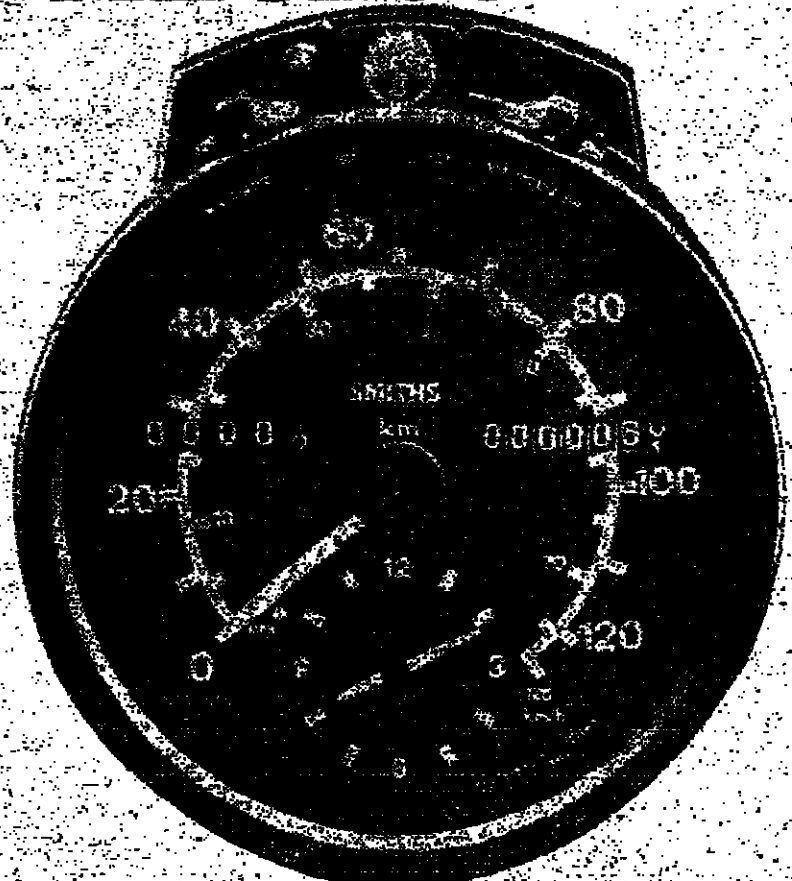
For the hire-and-reward haulier, that is relatively simple, provided he seeks the return load from a freight clearing house or one of the new computerized freight data banks operating in certain industrial regions like Merseyside. For the specialist own-account user it is more difficult. He may have lorry bodywork designed to carry one commodity only, in which case return loading is virtually impossible. His distribution schedules might be so tight that he must get the vehicle back to base immediately for another outward load. In such cases, the most that can be expected is to take empty caravans, bottles or pallets back to the base warehouse.

The time spent in looking for a return load, the all-too-frequent delays in paying, or in many cases, the unacceptably high rate of payment for such loads, tend to dissuade even general hauliers from seeking such work. They often calculate that they are better employed running back empty but quickly to take out a good profitable scheduled load. That procedure is better for the haulier, although wasteful of fuel from a national resources aspect.

This use of available transport offers the greatest scope for energy conservation on a national scale. Investigations indicate that in the majority of cases the basic problem is that of communication. The loads are there, so are the empty lorries.

Patrick M. Kennett

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Continued investment in roads is key to productivity

Over the past 10 years, Britain's total fleet of about 1,700,000 goods vehicles has increased only marginally, yet the amount of goods transported by road has risen by a fifth in the same period.

While the number of light vans up to 1.5 tons, a sector in which Japanese manufacturers have been particularly successful, has increased over the decade, there has been a decline in the number of heavier lorries.

In 1977, the last year for which complete figures are available, transport customers spent £10,886m on freight transport, almost 96 per cent of the overall total.

The Road Haulage Association comments: "That is an indication of the total reliance placed on haulage by British manufacturing industry."

The Society of Motor Manufacturers and Traders gives three reasons for the apparent increase in productivity among Britain's road hauliers. First, professional management combined with almost unrestricted freedom in Britain to carry freight has meant more goods carried on both outward and inward journeys. Second, quicker turn-around times have been achieved with more modern equipment and, third, more use is being made of vehicles with can carry bigger payloads.

"On the one hand the vehicles have been able to spend more time doing their prime job—transporting freight. On the other, they have been able to transport more freight per journey."

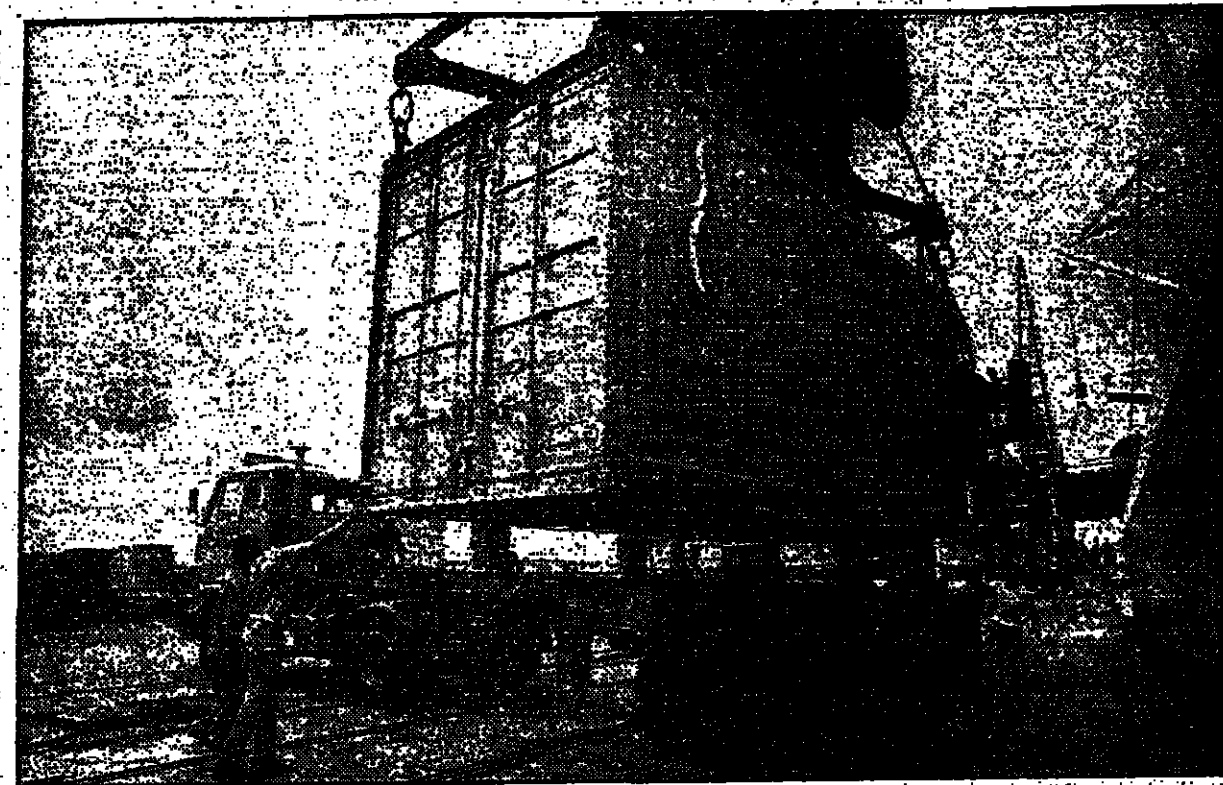
With the introduction of comprehensive transport systems, the SMMT says, they are not merely haulage contractors but distribution contractors. Road, rail, air and sea transport activities are coordinated with companies' production processes, involving not just the movement of goods but also their storage, customs documentation and scheduled delivery.

What is now called a "distribution contractor" can achieve a more efficient use of his equipment by handling goods for more than one customer. Overheads can be kept to a minimum by using the same staff, warehousing and vehicle for different lines of goods simultaneously.

The development of more advanced handling aids and vehicle designs, the SMMT says, has the overall objective of avoiding vehicles wasting time, and therefore money, by standing still.

With the help of computers, hauliers can load trucks in a sequence corresponding to the delivery round, while the growing use of radio communication between delivery point and the home base is reducing "dead" mileage.

One of the biggest aids to increased productivity is the articulated lorry whose motive unit can be unhitched (just back from the delivery round) to a full one within minutes. On long journeys, trailers can be passed from one lorry to another, and non-urgent loads can be parked while



British road hauliers claim that heavier lorries with larger containers would increase their efficiency and productivity.

the tractors deal with express deliveries.

Greater cooperation between haulage contractors is also increasing, so that a pre-loaded trailer at one operator's depot might be picked up by the tractor of another, so that it can return home loaded.

Similar productivity gains, it is claimed, can be achieved with the use of demountable bodies. The lorry's body has four legs which can be lowered so that the body stands on the ground and the chassis can be driven out from underneath. The SMMT says: "With a demountable body even small and compact vehicles, suitable for city deliveries, can enjoy the productivity gains previously confined to big articulated vehicles."

Other developments have added to the productivity increases in road haulage, many of them a reaction to soaring fuel and other costs including wages. They include hydraulic rail lifts and vehicles equipped with their own cranes.

Lorry operators have also shown that through transport to the rest of Europe with the use of one vehicle is the most economic and efficient means of goods transport. Delays at docks, even with containers, are still so acute that complete

movement by road can often beat a container's sea journey by more than a week. Containerization and bulk handling of goods, which have become commonplace in international freight movement, need big lorries, particularly as more shipping lines are using 40ft containers able to be loaded to 30 tons. This is the prime reason why pressure is being exerted in such countries as the United Kingdom to allow trucks to carry heavier payloads.

British road hauliers claim that by being allowed to use heavier lorries their efficiency and productivity can be increased further, with the implication that rises in costs and rates can be kept to a minimum.

The RHA has told the Armistice Inquiry into the industry that 40-ton lorries will be more economic, less destructive, fewer in number and more fuel effective than lighter lorries. The SMMT says that the top 5 per cent of the country's 1,700,000 commercial vehicles moves 40 per cent of the nation's road freight and if gross weight limits were raised the transport costs of many commodities could be cut by at least 5 per cent.

In the view of many in the road haulage industry one of the keys to greater

productivity is continuing investment in Britain's road network. The RHA admits that lorries can damage the environment but "it adds that rather than enforcing such things as low maximum limits on vehicles, the solution is to provide purpose-built roads away from centres of population."

"The efficiency of all sectors of the economy is dependent upon the transport sector. The adequacy of the road network is thus of prime importance if British industry is to maximize its wastage, and increase its productivity to the maximum level, for all forms of manufacturing or extractive industry rely on transport for their materials, components and product distribution."

Edward Townsend

One trailer in seven is rented or leased

After a number of years of, in most cases, spectacular sales growth, United Kingdom trailer manufacturers this year have had to come to terms with a sharp drop in demand.

In 1979, an estimated 17,500 lorry trailers were sold on the British market. This year, the industry reckons the figure could be down to as low as 12,000 and there has been a rash of price cutting and the introduction of more advanced incentives as companies battle for the available business.

Last year was a boom year for trailer makers, with sales up by more than 15 per cent on 1978, and this has made the present decline more difficult to bear.

Trailer sales tend to be more closely associated with activity in the road haulage business than with the market for trucks. A haulier will now buy a tractor unit separately from the trailer, chiefly because the latter has a longer life, and a reduction in goods movement the effect of this year's steel strike is a prime example—rebounds on the trailer men more than the truck makers.

The depth of the recession this year, however, has been a body blow to all sectors of road haulage and commercial vehicle manufacture. The exhortations on road hauliers to postpone new purchases and wherever possible to repair their vehicles, rubbing one stack of parts to make another serviceable, affects trailers as well as tractors.

The one consolation is

such a climate is that the trailer makers' own spare parts operations, probably the area where the best profit is made, experience an upsurge in demand.

Unlike the truck makers, trailer manufacturers are mostly free from the pressure of imported models. Different sets of national regulations in the member states of the European Economic Community on aspects such as trailer length and gross vehicle weights have kept out foreign manufacturers in a way that produces envy among the lorry makers.

Conversely, British trailer manufacturers have been doing well in some European countries. United Kingdom exports of trailers and semi-trailers to the EC last year were worth £10.5m, out of total exports of just over £27m. Imports, however, were only £1.5m, a rising good customer, bought trailers worth £4.1m, Denmark £2.7m and the Netherlands £1m. This compares, however, with trailer exports to the EC in 1978 of £13.7m.

According to the Government's trade statistics, exports of trailers this year are holding up reasonably well. In the first seven months a total of 7,294 were sent abroad, worth £16.7m, compared with an eight-month figure for last year of 10,796 also worth £16.7m. In this year's seven-month period, 2,890, worth £6.2m, went to EC countries and Saudi Arabia, which bought 445 trailers worth £3m, was the single biggest customer.

Imports in the seven months totalled only 1,356 units, valued at £5.3m, mostly from the EEC. Last year's eight-month import figure was 1,320 units worth £6.1m.

There are about 24 trailer manufacturers in the United Kingdom, led by Crane Fruehauf, whose United Kingdom organization was acquired by the United

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Reliability is no idle promise

Eaton is a worldwide independent manufacturer with an enviable reputation for durable truck components. With 5 manufacturing plants across Europe alone, and in 2 big engineering centres, Eaton is constantly working on ways to keep your trucks going. Your business flowing. Year after year after year after year.

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IVECO

HOME NEWS

Airlines refuse to pay 'dictatorial' Heathrow landing charges and threaten to divert services

By Arthur Bell
The Corporation of London, which controls Heathrow airport, will refuse to pay the charges for the landing of aircraft from the Middle East, and threaten to divert services to other airports.

The Corporation said yesterday that it had decided to refuse to pay the charges for the landing of aircraft from the Middle East, and that it was considering the possibility of diverting services to other airports.

The charges, which are known as 'dictatorial' charges, are levied on airlines for the use of the airport's facilities. The Corporation said that it was not prepared to pay these charges, and that it was considering the possibility of diverting services to other airports.

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Legionnaires' disease at hospital

Four patients and two members of the medical staff at the Royal Liverpool Hospital have been infected with Legionnaires' disease, a serious lung infection.

The infection was first detected in a patient who died of the disease. The patient's family had been told that the patient had died of a heart attack.

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Child group replies to accusations

Our Education Correspondent
The National Children's Bureau yesterday published a page denial of the charges made by the Centre for Policy Studies against its report on the progress of children in different types of secondary school.

The bureau's research, based on data obtained from its national Child Development Study, suggested that children in the top 20 per cent of the ability range do better at all, and just as badly, in comprehensive schools as in grammar schools.

Mrs Caroline Cox and Mr John Marks of the Centre for Policy Studies, who published the report, said that the bureau's research was "shoddy" and "biased".

Dr Graham refuses invitation

By Clifford Bradley
Religious Affairs Correspondent
Dr Billy Graham, the American evangelist, has decided that the time is not right for him to conduct a campaign in Britain, and has declined an invitation issued on behalf of a large group of Evangelical churches and civic dignitaries.

About a hundred of them issued a joint appeal to him last March, suggesting 1982 or 1983 for a national crusade. Among the signatories were Mr John Anderson, Chief Constable of Manchester, and Dr Brian Matthews, Conservative MP for Peterborough.

Dr Graham's last campaign in Britain was conducted in 1964, and he has since been busy with his other work.

Pupils 'are being let down' by their school doctors

Our Health Services Correspondent
School medical services are being "let down" by school doctors, according to a report by the Health Services Commission.

The report, which was based on a survey of 100 schools, found that school doctors were not doing enough to help children with health problems.

The report also found that school doctors were not doing enough to help children with health problems.

Concorde half-fare offer on services to US

Our Air Correspondent
In its latest effort to revive flagging traffic, British Airways will offer seats on Concorde to the United States at half price this winter, and will reduce fares on services to Japan and the Seychelles.

The half-price offer will be available on super-jumbo flights to Washington, New York, and Los Angeles, and on services to Japan and the Seychelles.

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Mr Geoffrey Mackintosh, an engineer, of Romford, London, with a 17lb bass he caught off St Oyston, Essex. It is ounces off the British record.

Landowner says he gave 'Moonies' four farms

Mr Henry Masters, a former architect and landowner, said in the High Court yesterday that he gave his "Moonies" the religious sect, four farms in Stanton Fitzwarren, Wiltshire, two years after joining the sect.

He said he gave the farms to the sect, and that he was giving evidence in the case.

Potato pickers raided in benefit inquiry

Potato pickers fled when six investigators from the Department of Health and Social Security raided one of several farms on the Yorkshire wolds this week looking for people who were working while also claiming unemployment, sickness or supplementary benefits.

The investigators found that the pickers were working while also claiming unemployment, sickness or supplementary benefits.

Backing for a stiffer hit-and-run penalty

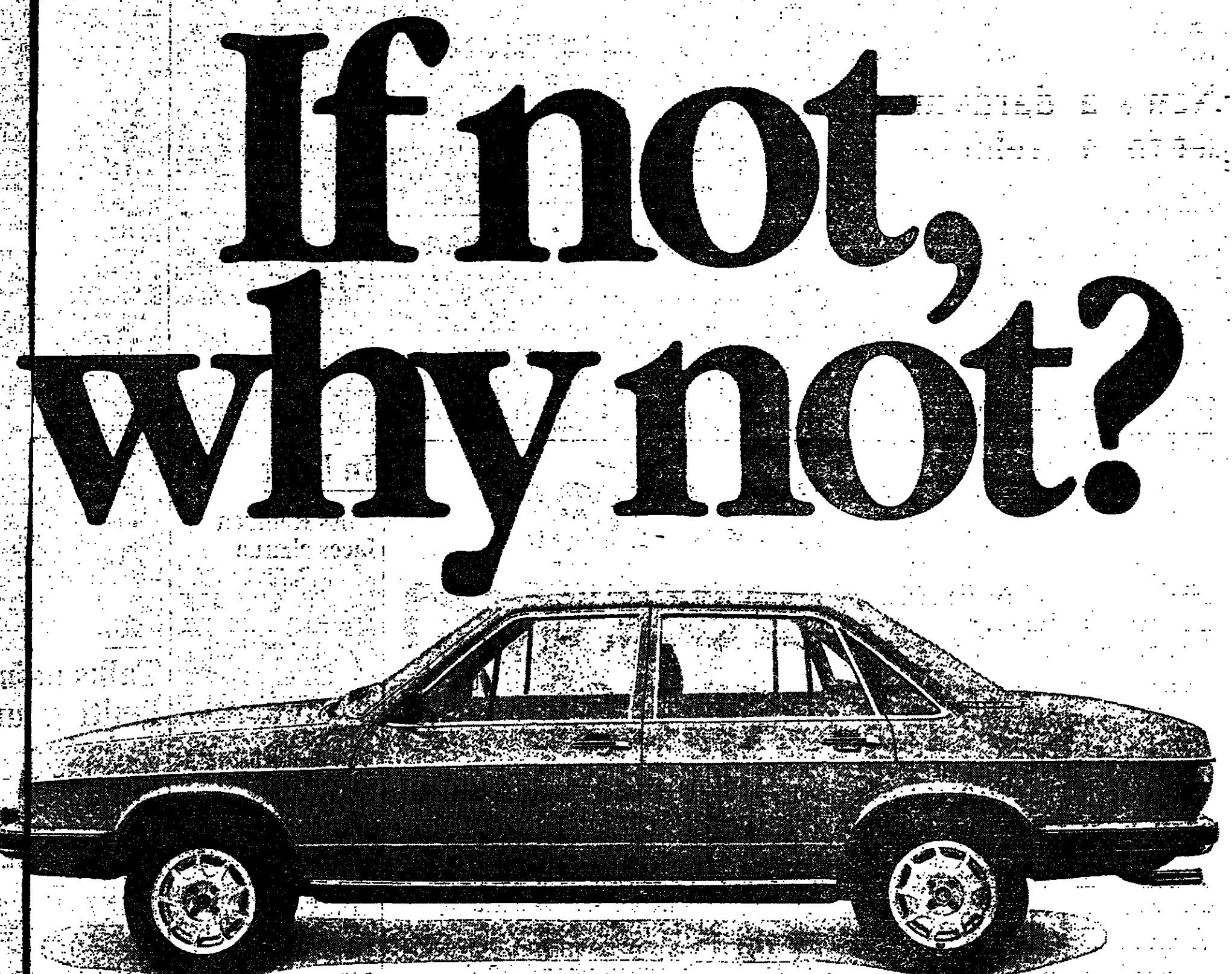
By David Nicholson-Lord
Support for the Government's plans to stiffen the punishment for hit-and-run drivers came yesterday from the Christian Economic and Social Research Foundation, which said that the anomaly of differential penalties made it a better risk for a motorist to drive on rather than face prosecution under the harsher laws on drinking and driving.

The foundation's comments are made in its annual review of chief constables' reports for 1979, which express growing concern at the increase in hit-and-run cases.

£135,000 for treasure finder

Mr William King, a grave-digger, is to receive £135,000 from the British Museum for unearthing a hoard of ancient brooches.

Mr King, aged 62, of Moorgate Road, East Dereham, Norfolk, found six silver Saxon brooches while digging a grave in a churchyard at Penney, near King's Lynn, three years ago.



	Retail Price	Max. Speed mph	Acceleration 0-60 mph	Overall mpg	Boot Capacity (cu ft)	Average Interior Width (ins)	Fuel Octane Rating
Audi 100 L55	£6,690	110	11.7 sec.	26	23.0	57.5	**
Citroen A6	£6,875	109	12.1 sec.	23	16.8	53.0	***
Ford Granada 2.3L	£6,656	104	13.6 sec.	23	14.3	55.0	***
Volvo 244 GL	£7,674	98	14.6 sec.	N/A	21.5	50.0	**

Information Source: What Car Magazine. Prices are for 1980 specification manual versions including Car Tax and V.A.T. at the current rate.

A glance at the table above may prompt you to ask why all those Citroen, Ford and Volvo drivers are driving Citroens, Fords and Volvos.

It can't be price. The Audi 100 L55 is the cheapest to buy with the exception of the Granada, which undercuts it by a daunting £34.

Is it performance, then? The Audi is the fastest of the bunch, with a higher top speed and faster acceleration.

Perhaps people feel that its high performance means high consumption. Yet according to What Car, none of its rivals equals the Audi's economy.

Maybe sheer size is the deciding factor. Sadly for that theory, the Audi has more elbow

room not only than its three keenest competitors, but also virtually any car you can buy in this country. At any price.

Even those rare few who buy a car for the size of its boot should unquestionably buy an Audi.

And when to these bald statistics, one adds the fact that all Audis are renowned for their low running costs, reliability and durability (backed by a six-year warranty against rusting through from the inside), one begins to wonder why everyone is not driving one.

If you're undecided between the four fine cars we've been talking about, why not book a test drive in the 100 L55 with your Audi dealer.

It's probably all you need to help you make your mind up.

The Audi 100 five cylinder.
Audi The car for now.

OPTIONAL FUEL ECONOMY FIGURES FOR THE AUDI 100 L55 (5 CYLINDER) ARE 26.0 MPG (URBAN), 28.0 MPG (CITY), 32.0 MPG (SUBURBAN), 28.0 MPG (HIGHWAY). ACTUAL FUEL CONSUMPTION MAY VARY. *FUEL CONSUMPTION IN LITRES PER 100 KILOMETRES. **FUEL CONSUMPTION IN GALLONS PER 100 MILES. ***FUEL CONSUMPTION IN GALLONS PER 100 MILES. ****FUEL CONSUMPTION IN GALLONS PER 100 MILES. *****FUEL CONSUMPTION IN GALLONS PER 100 MILES.

هكذا من لاصح

DATSUN CHERRY. THE MOST RELIABLE ECONOMY CAR IN BRITAIN.



Right now, there are two kinds of economy car. Those that feel small. And those that don't — like the remarkable Datsun Cherry.

The Datsun Cherry is designed to take up the minimum of room on the road and give the maximum room to the driver, passengers and luggage.

Call it the non-squeeze family car.

As Autocar Magazine* said when comparing the Cherry with hatchback competitors "It has far more shoulder room front and rear than any of its rivals".

The rear seat of the Cherry is a full 5" wider than the Fiesta, wider too than the VW Polo, Renault 5 and Fiat 127.

In addition, the luggage space amounts to over 16 cubic feet. As Autocar* put it: "The Cherry scores high for its load space at the rear".

In terms of refinement, Autocar* praised the Cherry, saying: "Thanks to the big cabin volume and sensible soundproofing, the Cherry is probably the quietest of the bunch".

Better still, call it the non-squeeze luxury family car. Unlike other cars in this class, the Datsun Cherry is full of big car features. None of which costs you a penny extra. The list shows you clearly how the Cherry compares.

Standard Equipment	CHERRY 1.0 GLIDE	FIESTA 1.1 GL	POLO GLS	RENAULT 5 TL 3DR
PRICE	£3156	£3969	£3800	£3480
HAZARD WARNING LIGHTS	YES	YES	YES	YES
TWO SPEED WIPERS	YES	YES	YES	YES
ELECTRIC WIPERS	YES	YES	YES	YES
HEATED REAR WINDOW	YES	YES	YES	YES
DIPPING INTERIOR MIRROR	YES	YES	YES	YES
RADIAL TYRES	YES	YES	YES	YES
CLOTH UPHOLSTERY	YES	YES	YES	YES
RECLINING FRONT SEATS	YES	YES	YES	YES
REVERSING LIGHTS	YES	YES	YES	YES
VANITY MIRROR	YES	YES	YES	YES
HANDBRAKE WARNING LIGHT	YES	YES	YES	YES
QUARTZ CLOCK	YES	YES	YES	YES
CIGARETTE LIGHTER	YES	YES	YES	YES
GLOVE BOX	YES	YES	YES	YES
STYLED ROAD WHEELS	YES	YES	YES	YES
CENTRE CONSOLE	YES	YES	YES	YES
FITTED CARPETS FRONT & REAR	YES	YES	YES	FRONT
PROTECTIVE SIDE MOLDING	YES	YES	YES	YES
CROCK WARNING LIGHT	YES	YES	YES	YES
TRIP METER	YES	YES	YES	YES
HALOGEN HEADLIGHTS	YES	YES	YES	YES
TINTED GLASS	YES	YES	YES	YES
LOCKABLE FUEL FILLER LID	YES	YES	YES	YES
SIDE WINDOW DEMISTERS	YES	YES	YES	YES
HINGED LUGGAGE COVER TO REAR SEAT	YES	YES	YES	YES
HEAD RESTRAINTS	YES	YES	YES	YES
FITTED RADIO	YES	YES	YES	YES
INTERIOR TAILGATE RELEASE	YES	YES	YES	YES
3 SPEED FAN ON HEATER	YES	YES	YES	YES

NO OTHER ECONOMY CAR CAN MATCH THE CHERRY FOR RELIABILITY

If you think Volkswagens are reliable, you're right. But Datsun's record on reliability is even better.

A major motor industry survey — which included Volkswagens, Mercedes and Volvo — found that Datsun cars were the most reliable in Britain.

Even Esther Rantzen on TV picked out Datsun cars for their superb record in her "Reliability race".

That's one of the reasons why nearly 200,000 motorists in Britain are driving Datsun Cherrys today.

DATSUN QUALITY AND PRECISION

The Cherry, like all Datsuns, gives you one thing above all — quality. Datsuns are built by a company which uses the most sophisticated, advanced, fully computerised techniques.

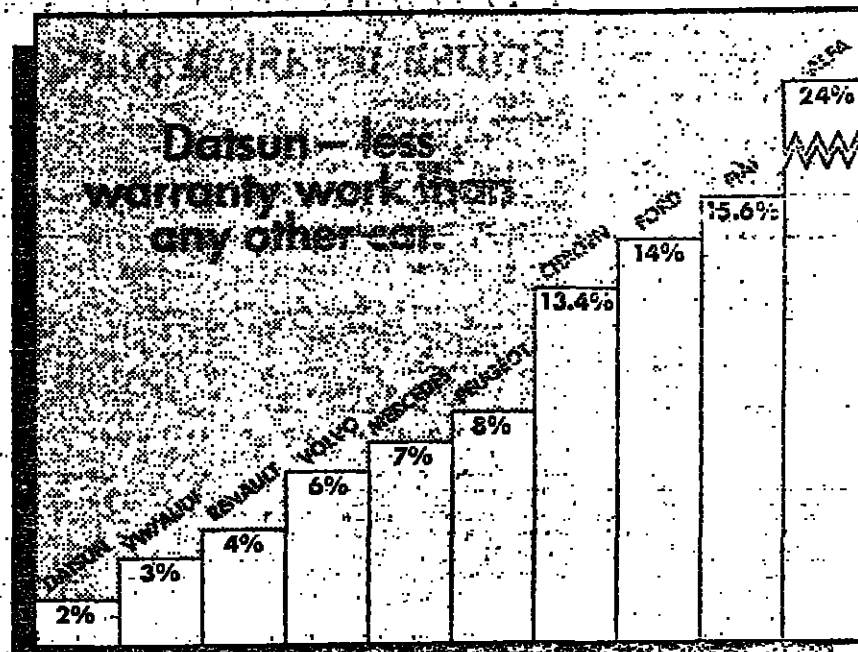
Datsun built the rocket which launched Japan's first satellite, so they know something about quality and precision in manufacture.

In their car plants, Datsun have a special team of quality control experts — no less than 1 in 6 of the workforce — whose sole function is to check each car thoroughly before it leaves the factory.

That's why Datsun cars are the most reliable in Britain.

UNBEATABLE CHERRY ECONOMY

The Cherry range is extremely economical. Not just because it is mean with petrol with up to 47 mpg (and that's an official figure — not just a publicity stunt) — but also because its reliability saves repair bills and expensive workshop time. As the table shows, a major industry survey reported that, of all cars on the road, Datsun needed the least warranty work. And main services are at 12,000 mile intervals.



Figures taken from an independent survey conducted by Ronald Sewall Associates.

The July/August issue of Drive Magazine — which published running costs of nearly 50 models — showed the petrol cost per mile for the Cherry as just 3.16 pence. Lower than any other car in the survey!

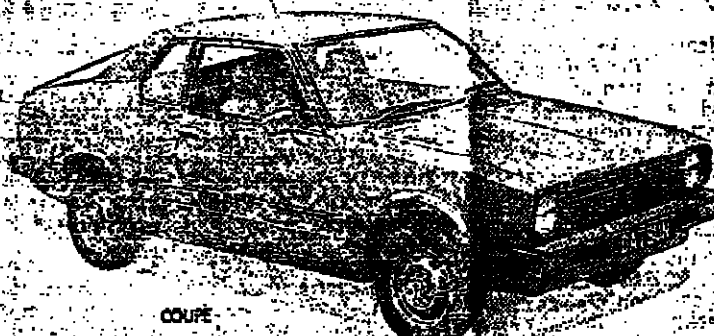
FROM £3156.07

With so much to offer, you'd expect the Datsun Cherry to be one of the more expensive cars in its class. But not at all.

The Renault 5 TL costs £3480, the VW Polo GLS costs £3800 and the Fiesta 1.1 GL, £3969 — that's over £800 more than the Cherry!

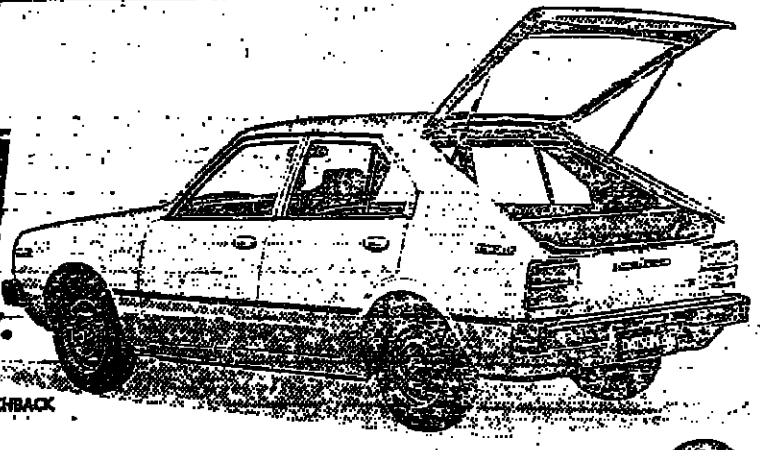
If you're looking for an economy car, you must look at the Datsun Cherry. For extra space, reliability, equipment, value and quality, it's unmatched by any other car in Britain today.

THE GENTLEMAN'S AGREEMENT OBTAINED FOR 'VOLUNTARY' IMPORT RESTRICTIONS ON DATSUN CARS MEANS THAT RIGHT NOW — WHILE THE METRO IS BEING LAUNCHED BY BL — THE NUMBER OF CHERRYS AVAILABLE FOR SALE IS VERY LIMITED. SO THE SOONER YOU CONTACT YOUR DATSUN DEALER THE BETTER YOUR CHANCE OF QUICK DELIVERY.



DATSUN

The most reliable cars on the road today.



IRAN/IRAQ WAR

Iraqi forces in fierce battles for Abadan

From Jawahar Mishlawi, Beirut, Oct 16

Iraqi forces are fighting what have been described as the fiercest battles in the war against Iran in a desperate attempt to capture Abadan, which the Iraqis say they have turned into a "formidable armed stronghold".

Tehran Radio today said the inhabitants of the city had dug street trenches and built barricades in preparation for hand-to-hand combat with the Iraqis, who have been besieging the city for about three weeks.

The Iraqis say they have already cut off Abadan from the rest of Iran by blocking all entrances and that they had captured the local radio transmitters. They did not claim to have entered the city.

Tehran Radio said the people's resistance would be stepped up today and the Iraqis would "suffer hell" if they entered Abadan, a symbol of Iran's oil industry.

The Iraqi commander was reported as saying that in addition to cutting all roads to Abadan, pipelines that supplied Tehran with fuel had been blown up. The Abadan refinery and pipelines stopped working in the first week of the war.

In Baghdad a military communiqué today said that in the overnight fighting of Iraqi tanks took control of the Abadan-Bandash-Shapur road, "thus completing the siege on Abadan and Khorramshahr". Iran's vital cargo port.

The road had been the main supply route for the two cities, the communiqué said. Iraqi forces had earlier taken control of the railway that runs parallel to the highway.

Another fierce battle took place further north in the mountainous central sector of Iran, where Iraq said its troops wiped out more than 1,000 Iraqis. It was an Iranian attempt to strike at the rear of Iraqi forces besieging the border town and from there enter Iraqi territory.

The Iraqis admitted that three Iranian helicopters landed at Ras al-Bisha, but ground forces thwarted the attempt and destroyed one of the aircraft.

Phantom jets strafed Baghdad for the third day. Details of casualties and damage were not available. Iraqi MIG fighter-bombers attacked the city of Kermanshah, about 370 miles from the front.

Tehran Radio, which admitted the raid, said casualties could not be determined yet.

Mr Chatti back in Baghdad on peace mission

Baghdad, Oct 16.—Mr Habib Chatti, the Tunisian diplomat, returned to Baghdad today in a renewed effort to halt the Gulf war, but neither Iraq nor Iran displayed a mood for compromise that might help him to succeed.

Mr Chatti, secretary-general of the 40-member Arab League, accompanied President Zia ul-Haq of Pakistan on a similar mission last month. This failed to bring peace any closer.

Foreign diplomats in Baghdad did not rate Mr Chatti's chances much higher this time, noting that both sides, while being unable to deliver a decisive blow to each other militarily, were committed to stances from which they could not easily withdraw.—Reuters.

Mr Carter sees little chance of hostage talks with Iran leader

Washington, Oct 16.—President Carter said today he was willing to meet with Mr. Muhammad Ali Rajai, the Iranian Prime Minister, about the American hostages, but added: "I see no real possibility of a meeting taking place."

The President, speaking to reporters during a campaign trip in Connecticut, also said he did not see any immediate prospects for a breakthrough that might lead to freedom for the 52 Americans.

Mr. Edmund Muskie, the Secretary of State, denied that the United States was ready to trade military spare parts for the hostages. But it was understood that if the hostages are released, Mr. Carter would relax sanctions against Iran, allowing delivery of equipment ordered and paid for before the hostages were seized—if war conditions warrant such a move.

Mr. Rajai is in New York to speak at the United Nations tomorrow for a breakthrough in the Iran-Iraq war.

Muskie, answering questions after a speech at the Woman's National Democratic Club, said: "I have no way of knowing if [Mr. Rajai] is serious about attending the Security Council debate on the Iran-Iraq war."

"We indicated early on our willingness to discuss with representatives of the Government of Iran this hostage question."

Asked if the United States was considering a deal involving delivery of military spare parts to Iran, Mr. Muskie first objected to the use of the word "deal," then stopped.

Later, speaking to reporters, he had a much stronger answer: "There is no such deal. I will put it very definitely. No."

Talks ruled out: In Tehran, Mr. Muhammad Ali Rajai said before leaving for New York that he would not talk to American officials while he was in the United States.

There had been speculation that Mr. Rajai would discuss the continued detention of the hostages.

In a brief press conference before departing, Mr. Rajai repeated his Government's position.

peated his Government's position on the "there exists no aggressive nation (Iraq)."

"We recognize the United Nations as a place where we can express our opinions," he said.

Questioned about his recent criticisms of the United Nations, Mr. Rajai said: "Our position has not changed. We place no hopes in the Security Council, but we are going there to express our views."

Mr. Rajai also said that Iran would not present a resolution to the Security Council. "We know that it is futile," he said.

The fact that Mr. Rajai is going to the United Nations, although Iran boycotted the world body last November, was interpreted in New York as a sign that Iran might want to move the war from the battlefield to the diplomatic arena.

It could also mean that Iran is in dire straits because of the Iraqi siege of its two main ports, Abadan and Khorramshahr, —Agence France-Press.

Carter "doctrine": Iran, Iraq and other countries in the region were openly threatened by the "Carter doctrine," which sought to reestablish American control over the oil-producing countries, the Soviet Union maintained today.

In a commentary on the Gulf war—the first for many days—the President said the "Carter doctrine" was set out in the President's message in January. In this he said that the United States was ready to use everything, including military force, to defend America's vital interests in the Gulf against any outside threat.

Pravda went on: "It is an open secret that the Carter doctrine is blatantly anti-Soviet and constitutes an attempt to drive a wedge between the Soviet Union and the independent states of the area."

The paper said the doctrine aimed to establish American control over the region's natural wealth, as had been proved by developments during the war. While Washington called for restraint, military circles in the United States pinned hopes on developments in the Gulf.

British advisers, who were then spread generously throughout the Middle East, had had a hand in drawing it up. But it was based on a plan drawn up by the British in 1945, when they were still in control of the region.

The New York Times quoted a United States military specialist, an ex-Middle Easter, as saying that the British plan was based on the assumption of a rapid conquest of the oil-rich province of Khuzestan, which would lead to an "strategic in which the province would be surrendered to Iraq."

Mr. Chatti, secretary-general of the 40-member Arab League, accompanied President Zia ul-Haq of Pakistan on a similar mission last month. This failed to bring peace any closer.

Foreign diplomats in Baghdad did not rate Mr Chatti's chances much higher this time, noting that both sides, while being unable to deliver a decisive blow to each other militarily, were committed to stances from which they could not easily withdraw.—Reuters.

There is now a car with a brain that can challenge whatever preconceived notions you may have about luxury motoring. The new BMW 7 Series.

All three cars in the series use high technology to achieve a level of perfection electronically that is impossible to achieve mechanically.

For example, the 732i has a micro-chip system that actually stops the car using petrol every time you take your foot off the accelerator above 1200 rpm.

It also has our Check Control System that electronically checks the car for you every time you drive off.

The BMW 7 Series starts at £12,435, for the 723i which is no more than the price of cars whose virtues are merely mechanical.

Please ask your secretary to send us the coupon. Or ring Bracknell (0344) 59245 for your BMW Information File.

OVERSEAS

Russia says Kabul regime here to stay

From Moscow, Oct 16

In tones of ringing defiance, President Brezhnev this evening declared that the revolution in Afghanistan was irreversible and the world had better understand the futility of trying to interfere in the country's internal affairs.

Speaking at a state banquet for President Babrak Karmal of Afghanistan, who arrived here today on an official visit, Mr. Brezhnev asserted the Afghan leader that the Soviet Union would carry out its internationalist duty to the Afghan people, and would not allow what he called the "provocations by the forces of imperialism and hegemonism" to deprive the country of its revolutionary gains.

Mr. Brezhnev vigorously attacked the United States for its "feverish military preparations" and "unrestrained escalation" of the war in Afghanistan. He accused the two American presidential candidates of engaging in a "sordid campaign" to elude a nuclear war.

"They are talking with amazing ease about unleashing nuclear war as if something normal, almost desirable, and are luring people to accept this criminal idea."

A stream of provocative invective and malicious slanders against the Soviet Union and its Communist allies had swept the United States.

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OVERSEAS

Canadian Government to carry on with constitutional reform in spite of court threat

From John Burt Foster, Ottawa, Oct. 16

The federal government's plans to proceed with the constitutional amendments to the 1982 Constitution, despite a threat from the Supreme Court that the amendments might be struck down, were confirmed today by a cabinet meeting.

The legal challenge is expected to be launched in the Supreme Court by the provinces, but the government has not altered its determination to proceed with the amendments.

The decision to take action against the court was taken after a meeting of the 10 provincial premiers in Toronto yesterday.

The provinces committed to action are: British Columbia, Alberta, Manitoba, Quebec, and Newfoundland. The premiers of Prince Edward Island and Nova Scotia indicated they would support the amendments, but said they would consult their cabinets before taking a final position.

The only dissenters were Mr. William Davis, Premier of Ontario; Mr. Richard Hatfield of New Brunswick; and Mr. Allan Blakeney, of Saskatchewan.

Mr. Blakeney has said he also has reservations about the federal government's resolution, now before Parliament, whereby the British Parliament would be asked to amend the constitution in several important respects and then relinquish all control over it and

other constitutional instruments relating to Canada. But the Saskatchewan Premier said yesterday he favours working to bring the federal resolution to the provinces.

Mr. Peter Lougheed, the Premier of Alberta, said yesterday after the meeting that the group of five believe the federal proposals are "not legally valid and/or are contrary to the spirit and intent of the 1982 Constitution."

By moving unilaterally the federal government was "taking responsibility away from the provinces," he said.

Among the changes the federal government is seeking is the inclusion of a charter of rights in the constitution.

This is an area that the provinces have always regarded as their own.

The attorney-general of the five provinces, plus Prince Edward Island and Nova Scotia, will meet next week to discuss legal strategy, and the 10 premiers will meet again in about two months.

Presumably, the challenges will first be mounted in the various provincial courts of appeal, with appeals to the Supreme Court probably coming after that.

Mr. Pierre Trudeau, the Prime Minister, has shown little concern over the possibility of Supreme Court challenges to his government's position.

Answering a question on the subject at a press conference last week, he said: "How can

they attack before the court something which is just in a discussion stage? I do not think that is possible."

Mr. Jean Chrétien, the Justice Minister, and the Prime Minister's right-hand man in the constitutional battle, last night brushed aside the danger of a successful court challenge.

"That's their privilege," he said. "But what the Canadian Government is doing is legal. I can't see how a challenge can be made against that."

In another development, CTV television reported that the Liberal Government is planning to replace Mrs. Jean Waddie, the Canadian High Commissioner in London, with Mr. Donald Jamieson, a former Liberal External Affairs Minister.

Mrs. Waddie was appointed last year by Mr. Joe Clark, the former Conservative Prime Minister, who is now leading the parliamentary fight against the federal government's plan.

The report today said the change in London would be made to help facilitate passage of the constitutional proposals through Westminster.

A spokesman for Mr. Trudeau's office said he would not be surprised if Mr. Jamieson, who is to step down next month as leader of the Liberal Party in Newfoundland, was given a federal appointment before Christmas.

However, Mr. Trudeau was in no rush to replace Mrs. Waddie and "it would be premature to think Mr. Jamieson's going to be in London (in the immediate future)"

Eight die in attack on Malaysian police

From M. G. G. Pillai, Kuala Lumpur, Oct. 16

Malaysian police today shot dead eight members of a Muslim fundamentalist group, led by a Kampuchean refugee, which "in a gesture of religious freedom" had attacked the district police headquarters at Batu Pahat, about 140 miles south of here.

Police said 23 people—civilians, policemen and suspects in custody—were wounded when the group, wielding long knives, rushed into the police station at about 10 am shooting various from the Koran.

Tan Sri Haniff Omar, the assistant general of police, told reporters in Batu Pahat that the group consisted of "Muslim fanatics."

Last week press reports from Batu Pahat had referred to growing concern among Muslim leaders there over the activities of a fundamentalist group composed of Kampuchean refugees, which had been preaching, among other things, that it was not obligatory for Muslims to go to the mosque on Fridays.

An official investigation into the attack has started. Daruk Hussein Omar, the Prime Minister, whose parliamentary constituency is adjacent to Batu Pahat, is being informed about the incident. In recent months he has called on Malaysians to be wary of Muslim groups which were spreading "false teaching."

A few hundred of the nearly 3,000 Kampuchean refugees allowed to stay in Malaysia in 1975 settled in Batu Pahat.

'Civil war imminent' headline stirs up anger Zimbabwe MPs accuse Western press of being unduly alarmist

From Nicholas Ashford, Salisbury, Oct. 16

Western journalists are not in very good odour in Zimbabwe these days. Last weekend an African columnist, writing in the *Sunday Mail* about an article in the *American Newsweek* entitled "Zimbabwe: a new reign of terror" accused foreign journalists of being intent on causing trouble.

The Western press has come under attack in Parliament for publishing what were considered to be unduly alarmist reports about the situation in Zimbabwe. And Mr. Robert Mugabe, the Prime Minister, has expressed dismay at what he considered to be an irresponsible attitude adopted by certain Western newspapers.

It is hard not to sympathise with Zimbabweans' annoyance and to understand why they, like other Third World nations, support UNESCO's moves for a new information order. A banner headline in a London newspaper a month ago proclaiming "Civil war imminent in Zimbabwe" was an example of the sort of Fleet Street sensationalism which has convinced some Zimbabweans that Western journalists are trouble-makers.

So far, the Zimbabwean authorities have taken no steps to curb the activities of foreign journalists. In fact some restrictions and formalities which used to exist before independence have been removed. No journalist has been expelled or

prevented from coming into the country.

Both Mr. Mugabe and Mr. Nathan Shamuyarira, the Minister of Information (who is a former journalist) have repeated their desire to see a "free and responsible" press in Zimbabwe—something which is rare in Africa where most papers are controlled by governments or ruling parties.

They have emphasized, however, that the local press should identify with the new nation and that it should "look to the North (to black Africa) rather than to the South."

During the six months since independence, the main local newspapers—the *Herald*, the *Chronicle* and the *Sunday Mail*—have been able to operate more freely than they did under Mr. Ian Smith's and Bishop Abel Muzorewa's administrations. Notice restrictions have been removed, censorship has been stopped and there is no longer any ban on naming or quoting certain people.

However, the state of emergency, first introduced in 1965, is still in operation so that editors have to show some restraint when dealing with certain sensitive political or security issues. "You must realize that we have only just emerged from a war and we have undergone a complete political change, so we are still in an unusual state of affairs here," one journalist commented.

This point is acknowledged by Mr. Robin Drew, who took over as Editor of the *Herald* two weeks after independence. "What we are trying to do is reflect the new Zimbabwe in our news columns. We are conscious of the constraints under which we must operate because of the situation in which Zimbabwe finds itself. We are, however, satisfied that Government policy is to encourage a free and responsible press and I believe that is what we are achieving."

This does not mean that papers like the *Herald* are slavishly toeing the Government line. They have expressed criticism—and have on more than one occasion been the targets for angry salvoes from Government ministers.

The *Herald's* news coverage has changed dramatically in recent months with much more attention given to black politics and black township news. So has its editorial policy. The newspaper has recently been outspokenly critical of South Africa (even though its single largest shareholder is the South African Argus newspaper group).

Its readers seem to approve of its new approach as in the past year the circulation has shot up by almost 20 per cent to 95,000. Not all papers have been so fortunate. The *National Observer*, a weekly which belonged to the same company, and was aimed at a black readership, has recently closed.

Guerrillas in Salisbury beerhall gun battle

From Our Own Correspondent, Salisbury, Oct. 16

At least one person was reported killed during shooting last night in Salisbury's Chitungwiza township, where several thousand Zande and Zippa guerrillas have been moved into temporary accommodation. It was the first serious incident there since the guerrillas started arriving two weeks ago.

The incident began in a beerhall. Residents said they heard automatic fire as well as explosions and that men from the Zande camp near by had joined the fray.

The Government is moving up to 19,000 guerrillas from the remote rural assembly points, where they have been living for the past nine months, to Chitungwiza and to Enrambeni, near Bulawayo.

The move was criticised because it was feared that it would lead to an increase in violence and inter-party feuding in urban areas. Until last night's shooting, however, there had been no increase in violence in Chitungwiza.

The Zande and Zippa men are being kept in separate camps about two miles apart. They wear uniform and are allowed to retain their weapons in the camps, but not if they go out.

Foreign Report is on page 15

In brief

Nobel prize man granted pension

Buenos Aires, Oct. 16.—Séfor Adolfo Pérez Esquivel, the Nobel Peace Prize winner, who was jailed three years ago by the Argentine Government for alleged involvement with terrorists, will get a state life pension worth about £2,300.

The Noticias Argentinas news agency said today that Señor Pérez would get the pension under a law passed in July, 1977, which granted a pension equal to the monthly salary of a supreme court judge to any Argentine awarded the Nobel Prize.

British liner strike strands 650 tourists

Georgetown, Guyana, Oct. 16.—A British liner, the *Conard Countess*, is stranded in the Caribbean island of Barbados with about 650 tourists on board after a protest by the crew.

The 120 crew, mostly British, are opposing a registration change to a flag of convenience which would mean, they say, a drop in their wages.

Party chief replaced

Moscow, Oct. 16.—Mr. Tikhon Kiselev, a Soviet deputy Prime Minister, aged 63, has been elected to replace Mr. Pyotr Masherev as Chief of the Communist Party in Byelorussia. Mr. Masherev died in a car accident on October 4.

\$80m drugs deal arrests

Three Britons have been charged in Panama in connection with an \$80m cannabis smuggling racket, the British Embassy in Panama confirmed yesterday. They are Captain Colin Gregory, Mr. Colin Campbell, an engineer from Shropshire, and Mr. Timothy Hodgson.

Hongkong rabies scare

Hongkong, Oct. 16.—Non-inoculated dogs found in an area on the border with China are to be destroyed after the discovery of a second rabid dog in the district.

Schild case arrest

Nuoro, Oct. 16.—A Sardinian shepherd was arrested near here for allegedly taking part in the kidnapping last year of the child family.

Pope's German visit

Rome, Oct. 16.—The Vatican officially announced today that the Pope will visit West Germany on November 15 for five days, visiting Cologne and Bonn.

Peking talks

Peking, Oct. 16.—President Richard D. Eisinger met Chairman Hu Guofeng here today on the second day of his official visit.

Mr Muldoon narrowly survives party challenge

From Our Correspondent, Wellington, Oct. 16

Mr. Robert Muldoon, the New Zealand Prime Minister, narrowly survived a challenge to his leadership today.

Although no vote was taken, Mr. Muldoon, who has been increasingly criticised for his political style and economic management, admitted that the leadership issue remains unresolved.

The expectation in political circles tonight was that rebel MPs would soon test Mr. Muldoon's leadership via a vote of confidence.

The Prime Minister returned to Wellington this week after more than six weeks abroad visiting India, China, the United States and Mexico.

Never a popular politician, Mr. Muldoon discovered on his return that his authority within the ruling party had begun to crumble after the Government's active defeat in a by-election in August. The seat had been considered a safe seat.

Ex-Premier in Sri Lanka loses rights

From Our Correspondent, Colombo, Oct. 16

The Sri Lanka Parliament today stripped Mrs. Sirimavo Bandaranaike, the former Prime Minister, of her civic rights and expelled her from Parliament. Voting was 139 to 18.

Mrs. Bandaranaike, who is accused of abusing her power while Prime Minister, left the House just before midnight, declaring: "I will be back." In a defiant speech she had told Parliament earlier today that she would lead her Freedom Party to victory in 1983.

Also stripped of his civic rights and expelled from Parliament was her nephew, Mr. Felix Dias Bandaranaike, who was Minister of Finance in her government.

All approaches to Parliament were sealed off today and intensive security precautions were enforced in Colombo. The city was quiet, but there were incidents of sabotage in the provinces.

In her speech Mrs. Bandaranaike said that the Sri Lanka Government had launched a conspiracy to eliminate her and kill her politically and foreign investors were also involved.

The Opposition leader, Mr. Amirthalingam, said the action against her would tarnish the image of Sri Lanka abroad. It was unfair to bring in retrospective legislation against a person who had been Prime Minister for 12 years and for actions which had not been offences at the time they were made.

Soviet warship photographed at Vietnam base

From Our Own Correspondent, Tokyo, Oct. 16

A Japanese television station has obtained photographic evidence that Soviet naval vessels are using the Vietnamese port of Cam Ranh Bay as a base.

The station TBS, announced tonight that a Japanese television crew had photographed the 43,000-ton Soviet aircraft carrier, *Minsk*, at anchor in Cam Ranh Bay last month.

Western intelligence reports have indicated that the Vietnamese have provided the Soviet Union with facilities at Cam Ranh Bay in the past, but Japan has denied allegations that the Russians have established a naval base on Vietnam's eastern coast.

The TBS channel in Tokyo tonight showed pictures of an aircraft carrier anchored in Cam Ranh Bay. The ship was photographed from a car as the television crew drove past the bay.



Are good coppers born, or made?

You may sometimes wonder if you've got what it takes to be a good copper. Or wonder if you can get what it takes if you haven't.

We'll tell you.

Some people are practically born coppers. Not wearing size 12 boots and saying, 'Ello, ello, ello!—but born with the qualities every copper needs, like intelligence, commonsense and a real interest in people.

Some of us lose our interest in people as we grow older, but we hope this won't happen to you.

Because if you're not interested in people it's doubtful whether the Police will be interested in you.

We need people who genuinely want to help other people. It's what the job is all about.

Of course, if you're not born with all the qualities a police officer should ideally possess, then you may develop them as you grow older.

We hope you will acquire a balanced outlook on life. That's absolutely essential for every police officer.

No matter what your own personal views on those issues which other people tend to get heated about (like union pickets, Left or Right), you will have to learn to keep cool and always be impartial.

There is no place in the police service for extremists.

But there are other qualities we look

for in potential recruits.

Police officers must be able to stand on their own two feet. They must be capable of making decisions right through the day, and of taking the responsibility for those decisions.

Which may worry you just a little as you sit reading this advertisement. Could you cope?

Yes, if you're the right kind of person (and we'll only select you if you are). Yes, because we will train you to cope. Yes, because you will have the reassurance of knowing there are always experienced officers ready to help you if anything out of the ordinary should happen.

And anything could happen: ordinary or extraordinary. In the Police no two days are ever the same.

We hope you're the kind of person who will find that a challenge.

You'll certainly find it more exciting than a routine office or factory job, and probably a good deal more rewarding.

By the time you're old enough to join us, you will of course have very much the personality you will always have.

Will we be able to make anything of it?

Yes. Training can certainly bring out many invaluable qualities, some of which you may not even be aware you possess.

We'll give you the confidence and the knowledge to cope with emergencies.

We'll show you how to be more observant and how to improve your

memory. We'll also teach you some basic law and psychology. All extremely important factors in police work.

What we're looking for, in fact, is raw material and lots of enthusiasm.

In return we offer you a career that promises a great deal of satisfaction and variety, promotion based on merit and very good pay.

If you're under 22 when you join us, you'll be on £4,956; if over 22, £5,919. Unless, that is, you're in London, in which case the figures are £6,351 and £7,314.

On top of that you get free housing or a generous rent allowance.

Finally, we would just say that after all the teaching, theorising and talk about whether a copper is born or made, it eventually comes down to the qualities you possess. And if you think you've got those qualities, just cut out the coupon.

Then we can tell you more.

To: Police Careers (England & Wales),
6 Harrow Road, London W2 1XH.

You need to be a British subject, fit and at least 18½ on joining. Normal minimum height for men 172 cm (5' 7"), for women 162 cm (5' 4").

Please send me your booklet on career prospects in the Police ☐
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Name (Mr/Ms/Miss) _____

Address _____

Age _____

A POLICE CAREER

PARLIAMENT, October 16, 1980

Pressure of business leads to delay in start of next session

House of Lords
The State opening of Parliament will take place on November 30 instead of November 13 because of the need to give full consideration to Bills currently before the House of Lords, Lord Soames, Lord President of the Council, said in a statement.

He said: "The Government has given careful consideration to the legislative programme in this House and in the commons for the remainder of the current session of Parliament."

"We have taken note of the need for full consideration of the Bills currently before this House. I am sure that the House will wish to know in light of this consideration we have recommended to the Queen that the new session of Parliament should not now be opened on Thursday November 13 but on Thursday November 20, and her Majesty has graciously agreed to this request."

"The whole House will be grateful to Lord Soames for his statement. As he knows, the last few weeks have been very busy for all sides of the House. We know how serious it is to postpone the opening of Parliament and we understand what a difficult decision it must have been."

At this moment speaking for the Opposition we do not want to be ungenerous in any way. All sides of the House believe that the delay is essential to carry out our re-vitalising functions properly. Lord Soames has been very clear on this House has been very considerate and they have taken this important step to relieve it."

No date fixed for sale of airline shares

There was no need to have the Civil Aviation Bill on the statute book this session after the Government's announcement that the sale of British Airways shares will be marketed in 1981, Lord Penrose of Shillington, for the Opposition, said at the beginning of the session.

He moved that Clause 1 (Reduction of public dividend capital of British Airways Board) should be read a second time.

He said the Government had made it clear "at the beginning of the session" that the remaining flexible as to when it would market the shares. One of the major issues was that the Government had not decided whether it would now be extended.

It was from that the open sides of the Government had been partly responsible for the slightly sickly state in which the international aviation industry found itself at present.

The commercial disabilities were precisely the reason the Government decided to proceed with the Bill. It followed the commercial disabilities on British Airways—such as the amount of aircraft, the number of routes, the number of passengers—which the Government wished to be concerned with.

The clause was carried by 91 votes to 74—Government majority, 17.

Lord Penrose of Shillington moved an amendment to write into the Bill that the Secretary of State should retain at least 51 per cent of the issued shares at all times.

Lord Trevelyan said the Government did not intend to control the company or interfere in its commercial administration. The Government intended to offer a substantial minority of shares for sale in the future.

The amendment was rejected by 74 votes to 67—Government majority, seven.



Keith Flynn is incurable.

Keith Flynn was a busy chef working in Chelsea until he was seriously injured in a road accident. He is now almost totally paralysed and virtually unable to speak. But he can still "talk" to people with the aid of the special communication with which we have provided him. He is also helped by skilled speech therapy and equally skilled nursing.

We have over 270 severely disabled and incurable patients like Keith to care for. We cannot cure them. But we can help them. Skilled care can help them lead as full a life as possible. But we, too, need help. We are not part of the Health Service and we rely a lot on the generosity of the public.

YOU CAN HELP us with a donation, a deed of covenant, or a bequest.

THE ROYAL HOSPITAL & HOME FOR INCURABLES, (Putney and Brighton), Dept. T1 West Hill, Putney, London SW15 3SW. ROYAL HOSPITAL & HOME FOR INCURABLES, Patrons: HM The Queen and HM The Queen Mother, Director of Appeals and Publicity: Air Commodore D. R. Rixson, OBE, DFC, AFC.

Community moves to lower air fares

European Parliament Strasbourg
A suggestion that the time had come for the European Commission to take a more advanced position on the liberalization of air transport in the community was made by Mr Richard Burke, of the commission.

Speaking on two reports, from the transport committee and the economic and monetary affairs committee, Mr Burke said that the Commission believed that it had judged the public mood correctly and should proceed on the lines it had mapped out in its memorandum.

This suggested that as an initial step the member states should agree to a common travel arrangement permitting reduction of tariffs on the most important routes.

The arrangements envisaged that the introduction of a new class fare, special fares for a limited number of seats on condition that the fare was paid in advance and was not refundable, was only partly refundable, the passenger postponed his flight, a basic no-frills, point-to-point ticket, the offer of specified percentage of weekly capacity on certain routes at 50 per cent or 60 per cent of economy class fare, a European round trip ticket and the general implementation of standby tariffs.

The arrangement envisaged that if airlines showed reticence to introduce those reduced tariffs, governments should allow competitors who were prepared to offer them to operate on the same routes.

The Commission also suggested that an airline of an EEC country might be allowed to fly to a non-EEC country with the permission of its national licensing authority to start a service to another country and that the second country should not be able to refuse permission after a certain period for consultation.

He disclosed that the Commission was considering steps to develop cross-border service to link central centres in the community.

Mr Roger-Gérard Schwartzberg (France, Soc) opened the debate by moving a report and motion from the economic and monetary affairs committee calling for liberalization of air fares. The motion approved the commission's proposals.

He said that air travel should be made more accessible to the people of Western Europe. There should be closer links between members states.

He presented many special tariffs made it impossible to see the true situation and it would require the talent of a Sherlock Holmes to get the bottom of it.

Mr Brian Key (South Yorkshire, Soc), speaking for the Socialist group, said that they did not want an open skies policy. They were asking for gradual development, any initiative should be part of a coherent policy for all transport.

Increasing competition must not be allowed to erode the quality of services. There had to be maximum protection for users' care for the environment, for safety, and for the future of air transport employees.

Lord Moorhouse (London, South, ED) said that his group was not seeking to overturn the air market but to make it more responsive to the needs of the travelling public. Airlines were not there to provide employment but to serve the public.

Competition was virtually nonexistent on the trunk routes of Europe. He found it hard to believe that the existing system which pooled revenue from a route in an agreed proportion, regardless of which airline enjoyed the greatest support, was creating a growing market.

Mr James Janusz (Mid-Scotland, Lib, ED) said that his group believed that one step had been taken on the road to an integrated air transport system.

Mr Richard Cottle (Bristol, Lib, ED) deplored the decision of British Airways not to buy the European Airbus which he said had been a slap in the face for the attempt to keep the European aircraft industry airborne. Governments were guilty of not providing the incentives for airlines to buy European aircraft.

Signor Umberto Cardia (Italy, Comm) said that the Commission memorandum would remain a dead letter until Parliament forced a common transport policy on member governments.

Mr Maurice Dombert (France, DEP) said that his group favoured regulated competition and would therefore not support the Schwartzberg report but support that from the transport committee.

Mr John Purvis (Mid-Scotland, Lib, ED) said that his group would follow the motion to travel via London from Edinburgh to Brussels. The bilateral system had brought traffic through overcrowded capital airports.

Voting will take place on both reports tomorrow.

Demands for total ban on whaling

A call for a total ban on the import of whale products into the EEC for a ban on commercial whaling and prevention of over-fishing of the krill on which most whales live was called for by Mr Henne Muthing (Netherlands, Soc).

He was moving a motion for the environment committee approving the commission's proposal to limit imports of whale products but calling for further measures to save whales from extinction.

Man had brought whales to the brink of extinction, he said, particularly West European man, above all the Dutch, British, Norwegians and Americans. What they had started the Japanese and Russians were about to complete.

There should be measures to prevent pollution by oil, pesticides and radioactive products. What was the use of saving the whale from hunting and allowing it to be poisoned?

Mr Richard Burke, for the Commission, said that the Commission's immediate proposals for controlling imports of primary whale products would be reinforced if necessary later by control of secondary products but at present it was more important to reach a quick decision. He promised that he would examine the possibility of an overall strategy for protection of whales.

The motion was agreed to with amendments seeking to bring pressure on Russia and Japan to cease whaling, to ask Spain and Portugal to measure to protect whales, to ask accession to the EEC, the Commission to bring pressure on Spain to bring whaling under arrest in Spain.

Law Report October 16 1980

Court of Appeal

'Normal retiring age' and claims for unfair dismissal

Howard v Department for National Savings
Before Lord Denning, Master of the Rolls, Lord Justice Ackner and Lord Justice Griffiths
[Judgments delivered October 15]

The normal retiring age of a man is fixed by the conditions of his employment, expressed in a contract, as the age at which he can be compulsorily retired, notwithstanding that there may be a discretion to retain him in employment after that age. Accordingly, a man who has reached the age at which he can be compulsorily retired is not entitled by statute to bring a claim for unfair dismissal.

The Court of Appeal dismissed an appeal by an employee, Mr Ronald James Clark Howard, from the Employment Appeal Tribunal, which in March 1979, upheld the determination of an industrial tribunal that he was precluded from bringing a claim for unfair dismissal, because he had reached the normal retiring age.

Paragraph 10 of Schedule 1 to the Trade Union and Labour Relations Act, 1974 (now section 64(1) of the Employment Protection (Consolidation) Act, 1978) provides: "... paragraph 4 above [right of employees not to be unfairly dismissed] does not apply to the dismissal of an employee from any employment if the employee has reached the normal retiring age for him at the time of the dismissal."

Mr Alexander Irvine, QC, and Elizabeth Slade for Mr Howard, and Mr David Blunt for the department.

The MASTER OF THE ROLLS said that a person retired he was regarded under the statute as being dismissed. A man who was compulsorily retired at the normal retiring age could not bring a claim for unfair dismissal. If there was no normal retiring age he could claim to be unfairly dismissed. Mr Howard, who had been employed by the National Savings and Investments Board since 1953, was compulsorily retired at 65, 34 years short of 65. He claimed that he should be treated as if he had not reached the normal retiring age and that he should be able to bring a claim for unfair dismissal. The department said that he could not claim because his normal retiring age was 65. The industrial tribunal and the Employment Appeal Tribunal had both held on authority that his normal retiring age was 65 and he could not claim.

Mr Howard joined the Civil Service in January, 1959, and was appointed to the staff of the National Savings and Investments Board in 1977 the department in which he was then engaged was closed down and he was transferred to the National Savings and Investments Board. He was not to be transferred, they were given notice to expire on the day of his retirement. Any question was what was Mr Howard's normal retiring age. The relevant statutory provisions were contained in Schedule 1 to the Trade Union and Labour Relations Act, 1974.

Their Lordships had been told that the department was not to be transferred to the Civil Service and the special provisions relating to the department in which Mr Howard had been employed as the general Civil Service was concerned, there were provisions which applied to a person compulsorily retired at 60 and which he was retained thereafter was at the discretion of the head of his department. The department was not to be transferred to the Civil Service and the special provisions relating to the department in which Mr Howard had been employed as the general Civil Service was concerned, there were provisions which applied to a person compulsorily retired at 60 and which he was retained thereafter was at the discretion of the head of his department.

The appeal should be dismissed. LORD JUSTICE ACKNER, agreed with LORD DENNING. It was when would the employee have to retire if the employer so wished. That meant that often the normal retiring age would be the minimum retiring age even though the majority of employees retired later. To apply the normal retiring age to a man and 60 for women. That last provided, certainly.

In the Civil Service the normal retiring age was 60, even though the extra provision for extension contained in the word "should" might not be applied to a man and 60 for women. That last provided, certainly.

The 1970 decision was withdrawn in 1977, and the original normal retiring age of 60 was restored as the normal retiring age.

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Badminton
LONDON: India 6, England 2; India 6, England 2; India 6, England 2; India 6, England 2; India 6, England 2; India 6, England 2; India 6, England 2; India 6, England 2; India 6, England 2; India 6, England 2.

25 years ago
Middle East moves
From The Times of Tuesday, Oct 18, 1955
From Our Own Correspondent
CAIRO, Oct 17.—Not a day passes without some new evidence of the Suez dispute being brought to the Middle East. Today it was announced in Cairo that Russia is to exchange diplomatic representatives with Israel. The little-known, and feudalistic state that lies in south-western Arabia. Only a few months ago scarcely anyone knew where that structure stood. Now it is supplanting the huge edifices of the British and American embassies at the nerve centre of diplomatic activity in Cairo. Nevertheless there is still a hope that the United States can do something to recover the western position.

SPORT

Football

English faith in their world hopes must begin like charity at home

By Norman Fox
Football Correspondent

This is a difficult time in England's football history. Towards the 1982 World Cup final, which should be reached in spite of a setback in Romania on Wednesday, after three games in which the selectors have lost only two games. Ron Greenwood, the manager, has struck problems that have been encountered by most of his predecessors.

The difficulties concern the absence of leading players and limited resources. Signs that earlier optimism had to be checked were seen in the second round of the European championship, after which it was necessary to disregard myopic suggestions that the lack was the fault of the selectors. The selectors said: "It is a 2-1 defeat in Bucharest, while not a disaster in a qualifying competition, it was a setback in the group will go forward, was not encouraging and the 4-0 defeat of the under-21 team tore into the notion that all was well."

There is no reason to argue with Mr Greenwood's conclusion that England did enough in the second half to draw, but in other respects one trusts that his apparent satisfaction of certain players who had served him more adequately earlier in his tenure, England's situation is more precarious than he is likely to admit.

Even the argument that this latest weakened team would be improved when more talented players returned was not firmly based, nor incidentally was it one with which Mr Greenwood has been associated. It is based on the idealistic conception that all players in a squad are equal.

The match in Romania showed that a number of players were not equal to the quality of those they were supposed to replace. Unfortunately, Mr Greenwood cannot depend on the quick reappearance or prolonged use of those players. It now appears that Keegan's altruistic efforts over several years have taken a lasting physical toll, but even more vulnerable to injury.

Francis, whose international potential has hardly had a chance to blossom, will not be available for the next World Cup match against Switzerland next month, and it is probable that he has missed so much of this season through injury that he, too, may not be ready for that game.

It seemed that the normal retiring age was fixed by the conditions of the contract of employment, namely the age at which a man could be compulsorily retired. It was not, though, he could be retained after that age. The result was the same if by long custom and practice a man could be retained after that age. In other cases there was no normal retiring age and one had to revert to the statute, a normal retiring age of 60 for men and 60 for women. That last provided, certainly.

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Keegan of Southampton has much longer of England

Mr Greenwood is doing his best to retain community, and the week's game showed that right back played well, while it is not surprising that the essential parts of the team just the squad. Their work was important in the second half, but by what they have to be an unqualified victory. The selectors said: "It is a 2-1 defeat in Bucharest, while not a disaster in a qualifying competition, it was a setback in the group will go forward, was not encouraging and the 4-0 defeat of the under-21 team tore into the notion that all was well."

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Tennis

10/15/90, June, 12.30-5.50, Last
page, 28 mins. before closing. Adm.
\$1. Mail price \$2.30 June and
Sept. Season ticket \$2.50. Recor-
ding instructions A1-881-7032.

TRICKERAY GALLERY 18 Talbot
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THE ARTS

Intimate realist observation of relationships

Special Treatment (AA) Gate

Nela—The Story of a Painter (U) Academy 3

The Hunter (AA) Plaza

The Blue Lagoon (AA) Odeon, Leicester Sq

Among a bright new generation of Yugoslav film makers, Goran Paskaljevic has rather quickly established himself as a major international talent. His first feature film, *The Beach Guard in Winter*, made some impact at the 1977 Berlin Film Festival. I have not seen his second film, *The Day Who Loved Trains* (1978), but *Days of Life Go By* was one of the most cheering discoveries at last year's Venice and Vienna festivals. It described with affection and keen perception life in an

old people's home, and the efforts of one exceptional inmate to irritate the drab and enervated lives of the rest.

Paskaljevic's most recent film, *Special Treatment*, further reveals his preoccupation with the relationships of people and institutions, relationships in which he finds metaphors for the broader conflicts of individuals and society. The characters are depicted in a psychiatric clinic, whose head specialises in the treatment of alcoholism. The patients earnestly hand themselves to the apparently benevolent authority of this doctor as he puts them through a variety of treatments: the acting out of personal psychodramas, demeaning physical exercises, ranting games of strategy, taken to taverns, and cures, a dispiriting diet of roasted apples.

In the course of an excursion, relationships alter. The upright doctor reveals his hypocrisy (he is a shy drinker and unimpeachable seducer), and exploits his authoritarian role to become a petty dictator and despot. Meanwhile his patients run amok, and get drunk on illicit booze and "breadcrumbed apples." With the grand finale, a performance of the group psychodrama at a brewery—the doctor's empire collapses in tragic farce.

Paskaljevic, now 33, is a deft and subtle film-maker, who clearly learnt a lot in his student days at the Prague Film School. (His first two years there were spent in the heady great days of the Czech cinema before 1968, but the two years after that must have been in their way instructive too.)

Special Treatment works on several levels. The characters and their shifting relationships are studied with the same sort of intimate realist observation of the best Czech films of the great era; the doctor's seduction of Milena Dravic (the attractive veteran of such notable Yugoslav films as *W.R.—Mystery of the Orgasm* and *My Family's Role in the World's Revolution*) passes



Special Treatment: Ljuba Tadic and Milena Dravic

quickly, comically and precisely through the gamut of lust, repulsion and disillusion.

"I love alcoholics," Paskaljevic said this week. The disease is observed with understanding, without blame and with insights of the deeper social and psychological frustrations of which it may be a symptom. Beyond that, though, and the immediate anecdote, there are profound reflections (particularly relevant to our time and the director's place) about the nature of authoritarianism, paternalism and the sort of despotism that can lurk behind professions of enlightened liberalism.

Special Treatment, which was shown at the Cannes Festival this year (where it won a prize for Milena Dravic as best supporting actress), is a United States-Yugoslav co-production. It is a slighter curious enough to record that the American producer, the Yugoslav-born Dan Tass, is not only actor, producer and proprietor of a popular Hollywood restaurant, but also chairman of Brentford Football Club and a council member of the Football Association.

Nela—The Story of a Painter is a film unlike any other. It is a memorial by a father—the Austrian filmmaker Hans Conrad Fischer, known for his film biographies of great musicians—to his gifted daughter Cornelia. ("Nela") who died in her twenty-third year in the summer of 1977.

Nela had already shown gifts as a musician and painter when, at 15, she became ill with a virulent form of leukaemia. For three years she battled against

the east-and-west progress of the disease, and all the cruel false hopes inspired by its characteristic periods of remission. During this time her talents as a painter developed as a remarkable mosaic, she seemed obsessively impelled to record (in a total of more than 200 pictures) her particular visionary impressions of the world around her, whether in her home in Salzburg or on trips with her family to Greece and the United States. The film is a portrait composed of her paintings, the music she preferred (ranging from Bach and Mozart to Theodorakis and Mahalia Jackson), still photographs and a few revealing fragments of home movies.

The portrait records above all invigorating vitality and good humour, an "unpredictable curiosity and delight in the objects and the ideas" she recorded in her spare, refined, gaily coloured pictures, combining precocious wisdom with a child's eye for magic and fantasy. The dominant quality, though, is an all-embracing affection. When she was too ill to paint or speak, and could only scratch messages with a felt pen, her last words were "I love you all so much." The greatest tribute to the artist is that it is not a sad picture, but a wholly encouraging tribute to her spirit.

With his career now, apparently, limited, it would be said if Steve McQueen were to find no better vehicles than *The Hunter*, directed by Buzz Kulik. The story is based on the real life experiences of a contemporary bounty-hunter, Ralph "Papa" Thorson, who lives on

the rewards earned by bringing in bad-jumpers and other mislaid miscreants.

If the episodic inconsequence of the narrative can be partly explained by these factual origins, they can still hardly justify the inexplicable comings and goings and generally odd behaviour of most of the supporting characters—who include a black protégé who suddenly turns up as part of Thorson's menage, a policeman who goes bad and commits suicide without warning or explanation, and a whole gang of unaccountable people who sit around playing cards in Thorson's house. The cutting of almost twenty minutes since the original American release cannot greatly have enhanced the film's continuity.

McQueen's world-weary and careworn charm just about survives the ineptitude and rises to the occasional moments of action excitement. Running gags—like making the actor, with his reputation as a car racer, into the world's worst driver—wear fairly thin.

H. de Vere Stacpoole's 1903 story *The Blue Lagoon* was originally filmed by Frank Launder in 1950, with the young Jean Simmons and Donald Houston as the English children who are shipwrecked on a desert island, unaided, discover life and parenthood for themselves, and finally sail back to the doubtful prospects of civilisation.

The director of the new version, Randal Kleiser, fresh from *Grease*, rather boldly asserts in the publicity that his film reflects Stacpoole's intentions more faithfully. Since (apart from other revisions) the

children have changed nationality to American and engage in some rather frank discussion (and rather more) of masturbation, unlikely in an Edwardian novel, the proposition seems questionable.

In general, the film replaced Stacpoole's romanticism with open eroticism, though of a quality as teasing and evasive as a German soft-core porn movie. Characteristically the raucous nudity, which presumably accounts for the film's box-office showing in the United States, is finally very sheepish. The couple are for ever taking off and putting on their coverings according to whether or not they have the protective obscurity of the water. The beautiful child Brooke Shields and an amiable newcomer, Christopher Atkins, remain strictly Californian; and there is no adequate plot explanation of where, on their desolate island, they get such expert hair-dos and manicures.

It is a pity that the festival of films by women just ending at the ICA has not been better publicised. As a phenomenon it is remarkable—a collection of works by 120 film-makers, even if the programme finally suggests how very few women have as yet been able to make any real impact in the cinema. The festival proper ends on Sunday, but there will be repeat screenings in the Seminar Room of the ICA next week. Recommendations from the last days are the Hungarian Judit Ember's *Mistletoe* (tonight, 9.00) and the redoubtable Chantal Akerman's *News From Home* (tomorrow, 5.00).

David Robinson

Where new plays are the main attraction

All of them were meant to be highly individual characters, legendary figures from Dublin's shabby and colourful area known as the Liberties. So well did the company get in their roles for the play called *Zoo*, leaping and grinning as the fop Dandycorn, the pebble collector Stoney Pockles, and Fat Mary, that the director, Tonia Marans, had to caution them. If they were going to be so obviously having a good time while performing the musical biography of the street singer Zozimus, then the owner of the Olympia Theatre, Brendan Smith, would probably charge them admission.

Mr Smith is an important Dublin figure in his own right, single-handedly keeping the Dublin Theatre Festival alive for 20 years, and although he has stopped in the background for the twenty-second festival, the most popular yet, something in the way of a tribute is due to him. It is his her way up the status pole in the hotel. The shallow cracks that Mr Farrell unveils in his characters are not enough, however, to make the story important in its own right, better written, anecdotal.

For higher aspirations, it was necessary to go to the Peacock Theatre for Stewart Parker's new play, *Nightshade*. Like other of his plays it is a comedy about mortality and this time takes place in the environs of a funeral parlour. Just as the bicycle shop in *Spokesong* was no ordinary funeral parlour, so the parlour in *Nightshade* is a magic one, the proprietor is a magician on the side, employing his daughter in conjuring tricks that are a mordant commentary on his major trade.

Mr Parker has an interesting idea and funny lines to wit, but there is an obstruction to his story. I believe that the weakness is in the magic, which Mr Parker does not integrate nearly so well as the songs of his earlier plays.

While there was an event in the evening, from a strike by assistant morticians, seductions and the collapse of the business to Quinn's own ironical inability to bear the grief of his wife's death, there is no compelling centre. It is as monumental throughout as the mausoleum setting by Bronwen Casson.

gave its main stage over to a new writer, Bernard Farrell, who had already provided the small Peacock with a solid attraction called *I Do Not Like Thee, Doctor Fell*, which was twice revived in a year. His new play, *Canaries*, shows a mordant view of Irish social customs.

The birds in Mr Farrell's holiday cage in the Canary Islands are Irish tourists, gilded with affection, Irish package tours are obviously not the best situations for pre-empting to be other than you are, and the pressures of having a good time prove as likely to lead to a need for the confessional as to pleasure, especially if one of the swinging guests at your hotel turns out to be an undercover priest intent on entertainment.

There is much merriment in Patrick Mason's production, with good performances throughout, particularly from Eamon Morrissey as a husband suddenly cast as a yacht-owning playboy by his wife, Ingrid Craigie, who also gives a lovely performance as the less her way up the status pole in the hotel. The shallow cracks that Mr Farrell unveils in his characters are not enough, however, to make the story important in its own right, better written, anecdotal.

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Ned Chaillet

RBCSO/
Rozhdestvensky
Festival Hall/Radio 3

William Mann

The golden jubilee season of the BBC Symphony Orchestra began on South Bank on Wednesday with its own tribute to Sir Michael Tippett's seventy-fifth birthday. The orchestra's chief conductor, Gennadi Rozhdestvensky, was in charge and presided with three early works by his senior compatriot Prokofiev. Sir Michael was in the audience, much applauded when he took the platform after the performance of *A Child of Our Time*.

That oratorio is almost forty years old now. In those days Tippett was thought already an eccentric composer, though patently a serious one. So it is surprising to hear how closely bound to musical tradition *A Child of Our Time* really is: the Handel-like choral counterpoint, now and then looking further back to the English madrigalists of the sixteenth century, or forward to Bartok in "When shall the users' city cease?"

The Narrator's recitatives, accompanied only by string bass, sound as Handel's look on the printed page, and in fact of harmonic filling-in, though Tippett intended the gaunt, spare effect. There are recognisable eccentricities, such as the tango rhythm of the tenor solo "I have no money for my

bread", but the inspired borrowing of Black gospel songs, known then as Negro spirituals, though unconventional by Three Chords standard, is a very much a recourse to musical tradition, deliberately so as an equivalent of Bach's Lutheran chorales.

Rozhdestvensky conducted a fervent and quite personal interpretation, the choruses strongly characterised—the hostile ones decidedly stiff-necked and self-righteous, the spirituals brilliant and majestic, though "By and by" almost evaporated with his buoyant, sweet treatment, and Go down, Moses, threatened, on the contrary, to reach a standstill. There were other examples: I had not remembered how strongly the first chorus, and some later passages, now evoke the early 1940s, in particular the film music of the time (probably our closest link with those days), but Rozhdestvensky made the point clearly.

He obtained fresh, ready singing from the BBC Symphony Chorus and a good solo quartet, led most sensitively by Gill Gomers. Part of the chorus had already sung in a Prokofiev novelty, his setting of Balloons' *The White Swan*, of which the conductor had reconstructed the putative original version for four sopranos, horn and strings. It is a gentle reverie and, like *Dreams* for orchestra, which preceded it, a reminder of how much early Scriabin meant to young Russian composers before 1914: delicate, voluptuous euphony.

Some of the reviews on this page are reprinted from yesterday's later editions.

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SAM WHITE

The Gainsborough exhibition

JOHN McEWEN

The Leo Amery diaries
JOHN GRIGG

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Enjoy
Vaudeville

Ned Chaillet

As a word, Alan Bennett seems to be using "enjoy" as it is used in the mountain resorts of New York state by comedians, as a command to revive audiences to have a good time. Or it might be closer in a last resort to the imperative usage of a mother over a bowl of chicken soup: "Enjoy." He is not making use of the word as a simple description of his comedy at the Vaudeville Theatre. The play is a comedy with quiet rage and the scheme of things would seem to predict that Big Brother is likely to be a mellow sort of chap, devising museums of happiness from the squalid remains of working-class communities, specifically the last surviving street of back-to-backs in Leeds.

But that is getting ahead of myself and contains everything it is possible to say about the play without without subverting Mr Bennett's structure. Part of the reason for that is that the structure is curious in itself, divided down the middle as if he were writing two different kinds of play. One is much the funnier portion, a cock-eyed *Coronation Street* of heightened eccentricity, and there is a commendably funny piece of jokers peddled by John Plowright and Colin Blakely as an elderly couple assessing the demolition of their house and their removal to a modern flat.

They are both real and absurd, ritually bickering in a last resort to the imperative usage of a mother over a bowl of chicken soup: "Enjoy." He is not making use of the word as a simple description of his comedy at the Vaudeville Theatre. The play is a comedy with quiet rage and the scheme of things would seem to predict that Big Brother is likely to be a mellow sort of chap, devising museums of happiness from the squalid remains of working-class communities, specifically the last surviving street of back-to-backs in Leeds.

There is more to the play than the loss of memory, however. The sudden invasion of the household by neighbours, each trailing a council sociologist with a notebook, is an inspired representation of



Colin Blakely, Susan Little, Joan Plowright

recognition of that then of the loss of old social values. While the unresponsive sociologists dutifully take notes and refrain from responding to conversation or attempted murder, it becomes clear that their threat is not impotence, but the likely imposition of an officially improved picture of happiness.

But that is again the second part and things there are tied up and made obvious by intention. It is a far cry from the first act which has more than a touch of vaudeville to it and ends rather like Samuel Beckett in a back-to-back. The uneasy juddering between the two might look different in a production other than Ronald Eyre's, but he has opted to underplay the absurd edges, allowing only a few visual jokes, mostly in Mr Blakely's negative character. In a way the dependence on naturalism is responsible for making the play come slightly apart when the world of the Cravens is remembered.

There is much about Mr Bennett's play that is delightfully coarse, and Mr Eyre seems determined to keep those elements acceptably subdued. Mr Bennett lures his audience into enjoyment from the start, with a fine exercise of his comic talents and only the rarest slackening of moment-by-moment interest, but the characters are more interesting than the structure or statement, and I must confess to disappointment when everything was neatly boxed at the end. But Miss Plowright and Mr Blakely are pure enjoyment.

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The Scholars
Parcell Room

Judith Nagley

In these days of ever-changing tastes, when the favour enjoyed by vocal ensembles may fade as fast as the bloom of Her- rick's rose, the five soloists who make up The Scholars can look back with justifiable pride at a decade of survival. Wednesday's concert, which marked the tenth anniversary of their London debut, clearly showed that although only two fifths of their original personnel remains their success is still largely attributable today, as in 1970, to their versatility and high standards of musicianship.

The beauty of the voices—soprano, contralto, tenor, baritone and bass—colours darkly any music that is heavily scored for middle parts, so that The Scholars' choice of three of the most mellow of Byrd's madrigals, was particularly pleasing, the more so when

they were set off against three more transparent pieces by Monteverdi.

A selection of music from the court of Henry VIII included a most sensitive and affected reading of Corbetta's "Ah, Robin" and the king's own "Pastime is good company", robust enough even without the percussion parts that other ensembles customarily use. An early madrigal, carefully blended the suave and familiar—Monteverdi's "L'incarnazione di Maria" with the sophisticated and less familiar "Crucifixus" and Banchieri's "Contrapunctum bestiale" from the *Festino*, with its repertory of strange noises, raised the usual laughter.

Of the five contemporary works in the second half, Alan Ridout's *The Jolly Beggars* (the first performance of a special commission) was the largest in scale and made the most impression. Robert Burns's, too, is shared between a speaking

narrator and five singers, who interpret various, cheery imitations assembled in a Scottish pub (in the farthest Highlands, to judge by the accents adopted). At once comic and touching, the piece might have benefited from a second hearing, if only to enable the Sassenach audience to disentangle more of the text.

The English folk-songs that closed the programme, as well as three varied encores, showed The Scholars' particular sensitivity to tonal colour, their rhythmic precision and their well-nigh impeccable ensemble. Intonation rarely wavered, and any impression made by an occasional rough edge was quickly smoothed out by the sheer musicality of the performances.

Yvonne Kenny will be appearing in Bizet's *The Pearl Fishers* next year at the Châtelet in Paris, not Yvonne Minton as stated in yesterday's Arts Agenda. Apologies to both artists.

MOZART'S DON GIOVANNI



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The terrific challenge facing London's new 'Standard'

POWER IN

The choice is not confined to Labor and the Liberal Party. The Opposition is so strong that they will undoubtedly take every one of the 125 seats in the Lower House. But Mr. Don Chipp, Democrats have a chance of picking up three or four of 12 Senate seats at stake this year. Mr. Chipp's moderate, liberal, oratorical speech and his slogan "I will move any man's car" has already won him a special appeal in this relatively lawless election.

If the liberal, edgy home men they will be sobered by their narrow squeak and will be resigned if they lose control of the Senate. If Labour wins will move any man's car" Mr. Haydon's contention following a Gough Whitlam's "crash through or crash" style. He will want to reassure foreign interests, as well as Australia's asset, about his safe hands. The "unflicking" skills will move any man's car" the Labour Party, as a winning position could well enable it to govern adequately.

There is nothing glorious about Australia's choice. But, the alternatives stirred an American observer to a deep envy as he watched Mr. Fraser and Mr. Haydon against Mr. Carter and Mr. Reagan. Perhaps it can also stir a British observer to a comparable wishfulness.

David Butler

Standard'

...and profile of the *Evening Standard* while increasing the total of readers.

As present the *Evening Standard* has "something" like 250,000 subscribers (ie from the very socio-economic group) or 55 per cent of its profile. The *Evening News* has about 550,000 ABC's readers, some 46 per cent of its profile, of whom roughly 100,000 also read the *Evening Standard*. So, the key task is seen to be to attract the *Evening News*'s ABC's readers without upsetting its — existing ABC's of the *Evening Standard*.

It's not a simple task, and it seems to be the inevitable that there will be some dilution of profile, but the target is to keep that to the minimum.

According to Mr. Wintour, "in the advertising game — editing aside — cut across social groups earning money; sometimes spent to suffer from a spike on mobility. But Mr. Wintour has no doubts about the righteousness of the move. "The headlines from 'bargain headlines' — The front page is the best poster we have," he said. Equally, he believes ABC's readers are as "diverse as the rainbow" and "disaster like the Algerian earthquake, a massive jewel laid in Bond Street or, say, the death

1. The first step is to identify the problem or question that needs to be addressed. This involves understanding the context and the specific requirements of the task.

2. Next, it is important to gather relevant information and data. This can be done through research, consultation with experts, or by analyzing existing resources.

3. Once the information is gathered, the next step is to analyze it and identify the key factors that influence the outcome. This often involves breaking down the problem into smaller, more manageable parts.

4. After analysis, a plan or strategy should be developed. This plan should outline the steps that need to be taken to solve the problem or answer the question.

5. The final step is to implement the plan and monitor the progress. This involves carrying out the tasks outlined in the plan and making adjustments as needed based on the results.

footed the Liberals is nothing short of astonishing.

The campaign has lacked bite or excitement. Defence and foreign affairs have played almost no part in it. Even the development of mineral resources, the key to the country's future, has been little discussed, except on the fringe of a discussion of petrol prices; there the Labour Party has seemed the successful underbidder, telling the voters that their petrol

There is nothing glorious about Australia's choice. But the alternatives stirred an American observer to deep envy as he watched Mr Fraser and Mr Hayden against Mr Carter and Mr Reagan. Perhaps it can also stir a British observer to a comparable wistfulness.

David Butler

Mr. Whitout did not think that life would necessarily be so all easy for a monopoly. London evening newspaper. Obviously there were potential economies, he said. The combined circulation (the *Standard's* has been around 350,000, the *News's* around 450,000) was expected to rise quite sharply. Market research indicated that a very large number of *News* buyers would give the newspaper a try. It would be the

readership which — promise: aside — cuts across social groups evening newspapers, sometimes speak to suffers from a split personality. But Mr. Wimmer has no doubts about the rightness of having attention-grabbing front-page headlines. "The front page is the best poster we have," he said. Equally, he believes ABCI readers are as interested as anyone in a disaster like the Algerian earthquake, a massive jewel raid in Bond Street or, say, the death


the 1990s, the number of people in the world who are illiterate has increased from 1.2 billion to 1.5 billion. The number of illiterate people in the world is expected to reach 1.7 billion by the year 2015. The number of illiterate people in the world is expected to reach 1.7 billion by the year 2015. The number of illiterate people in the world is expected to reach 1.7 billion by the year 2015.

Permutations in the leadership stakes

on such an issue as "nationalism" and "the role of the Labour government. After the Labour conference did, precisely that, he believed it was essential to overturn that decision if he was to remain leader.

Perhaps that might be considered an excessively pugnacious interpretation of the party constitution. But it is better than lying now, as Mr. Callaghan has done, and promising that the next election it will not be less so. Perhaps the Labour leader to stand that policy on its head in drawing up the manifesto, or, if that fails, to stand the manifesto on its head in running a Labour government. That is no way for a democratic party to conduct its affairs, and I do not believe it will work this time. Some fudging is possible. It always is. But in the present condition of the party, to believe there is a limit to how long and for how long the different sectors can move along divergent paths and remain in the same party.

As with the leadership, there are three possibilities. The first is that the PLP will be the party in wider party; the resistance of the PLP may weaken as the seats of more and more members are put in jeopardy through mandatory retention; or there will be a split as the PLP looks for supporters in the country and the party in the country looks for MPs who will represent them.



Mr. Charles Winour, no qualms about stepping down

between national, international and London news, and that would be an even greater problem for a monopoly paper, he thought.

"We must also wonder if the London evening news does their job properly," he said, in an unprepared series of self-criticism. "And if they are a sufficiently vital part of Londoners' lives, I think that today, with so much radio being in supply, films and TV serials, an even greater problem is the role of London evening as campaigning newspapers has been undisplayed."

Mr. Winour is convinced that there are tremendous opportunities for the new evening paper. "There are about 2.3 million commuters coming into London every day," he said.

[illegible]

(the immediate gratification desire is every individual's right in an advanced society has surely encouraged, but ever unfortunately, the increase in unearned credit. When "I see it, I want it, I have it" is the prevalent logic it is a short step from credit to theft.

A government that insists that you cannot have what you have not earned might as well insist that you cannot be a materialist. The basic philosophy of "Why postpone to tomorrow what you can enjoy today"? Meanwhile the heads of independent schools might reflect that their children are a special concern for moral education will sound a little if they pretend that there is no problem or argue that they are powerless to resist the dominant ethos of society.

John R. Headmaster

The author is Headmaster of Westminster School.

Tomorrow: John Chandos looks back on the history of thieves in public schools.

London, eyeing newspapers there not been reaching more than 1.3 million of them. And there are all those millions of people living in London, one of the world's and undoubtedly the leader as far as the performing arts are concerned.

A newspaper which can catch the mood of the time and place, the place that the evening paper is going to tell what is going to tell what will make them live richer and more rewarding lives, and lives more involved with the place where they live or work, must have a very different future.

In the past the two London evenings have spent too much time mulling away at each other. Now we must try to produce a better paper, faster than the other, and to make the evening papers into something which is better than the sum of the two best parts. It's a terrific challenge, and it will require quite a subtle judgment as well as a lot of guts. It's up to the evening of the day. I wish Lou Kirby the utmost success in tackling it.

Roger Barthone

ment here a

Thieving: a new school for thought

Italian Ladies invited to meet the Queen and the Duke suffered—or affected to suffer—spasms of perplexity because of a helpful little note accompanying their tickets to the effect that black and purple were not colours habitually worn in the royal presence. The tremors of doubt were caused because a common use of “the purple” in Italian is to denote the office of Cardinal, and Cardinals, as everyone knows, dress in scarlet. So, was red out too?

After taking the point that black and purple bring hints of the funeral while red is perfectly acceptable, the good ladies face the shock today of seeing on their television sets that not a few of the prelates who help receive the Queen at the airport will be dressed entirely in black and purple. And so will some of the 200 or so bishops gathered in Rome for the international synod who use the morning break to seek a glimpse of the royal procession. The Queen will be in black.

All of which goes to show that the world changes in the short drive from the Italian President's palace to the Pope's domain. It is not just a matter that what looks mournful here is merely bishops looking their best over there. The area changes. The Vatican, 108.7 acres make it the world's smallest state; Prince Rainier's principality, which is not exactly a power of weight in the world, is three-and-a-half

VATICAN

It just don't think the merits of Spore over Healey is enough conversational fodder....



Anne Boleyn. The old adulter-
er-king most occasionally
winces in his grave as the
synod and the Pope, separately
sometimes, together at other
times, try to face the problems
of marriage, divorce, sexual
abuse, unfaithfulness, adultery
in and out of marriage, birth
control, in the most ambitious
attempt yet by the Roman
Church to deal with the

could, had they shown imagination. have used it in an unusual and useful way. It is one of five legations accredited to the Holy See as opposed to about ninety embassies. The way to use it was either to make it a place where the personalities who would raise its standing by their presence or give it to a younger man, part way through a problematic career. In one case they did the first, in another the second. The late St. Martin Chicks was exactly the sort of bumptious Protestant, highly cultivated, eccentric able to bring the necessary "admirable" prestige which he did, and became the outstanding American colored diplomat. Duke of Leinster, the XIIIth responded most highly and went to comfort him as he died in Rome.

That type of personality has not been repeated. Several Americans as Ambassadors, the comparatively young Mr. Mark Heath, who is not only dealing with the Queen's household with preparations for the next Papal visit ever to London, promising shows a genuine fascination for the job and a nicely balanced approach.

The American has hardly made much reference to the London visit due in 1962 as it is still so early. She no doubt will say that the hopes personally to see the Pope then and make clear that he will be welcome. The American has to remember that he can easily bring back the still tricky question of the temporal power. Does the fact that

the Queen is on a state visit to the Vatican, and it was widely received news that the Pope's journey in 1982 at the invitation of the Roman Catholic bishops should also have aspects of a State visit. There is so far no Government invitation; as a rule, on his travels the Pope has gone as a pastor but he was also been received by heads of state, and has been accorded the same honours at his emperors.

The Queen also a longer experience of travel but usually in a less ostentatious style than that of the Pope. Talk between them about travels would naturally be in the nearest, but the Pope has so far made no Britain - the visit last autumn to Ireland.

Ireland's troubles are by far the biggest issue directly contacting official relations between London and the Vatican. As the Queen is known to avoid such formalities while the Pope has strongly condemned himself against violence and in favour of human rights, the subject could scarcely be put aside.

Superstition is not in a matter of the colour of clothes and cassocks. With the best will in the world, probably because there was much of it surrounding the Queen's visit - few Catholics have any doubts that the Pope is at the date of his visit to follow the Queen's return, the 1982 is the Queen's subject.

Peter Nichols

[illegible]

VATICAN DIARY

demands of sexuality in the modern world.

Not that the Queen and the Pope will talk about any such subjects. They are not even supposed to be talking about a possible arrangement by which the Pope might dispense matrimony to the Roman Catholic cardinals. To the long-argued question of raising the diplomatic mission here to the level of an embassy instead of being (like the Legation of the Holy See) a mere Legation, the Pope is not due to arise unless the Pope decides it should be, which is unlikely.

The Vatican takes these questions philosophically. Clearly, in diplomatic terms, the Vatican could feel aggrieved that the British Government had not insisted here since the First World War with full diplomatic status, but the Pope still has a representative in London with nothing more than some personal diplomatic privileges. It is hardly likely to be discussed, because largely, it is a political question and Mr. Theacher will be hard pressed to get a month's permission, let alone the political considerations at her finger-tips. The Cabinet is known to be divided on the advisability of change, and Conservatives, anyway, with such outstanding exceptions as Mr. Norman St John Stevas—are regarded as less favourable to the Labour, which claims a bigger part of the Catholic vote.

The comparatively lowly status of the mission here means that the Foreign Office

could, had they shown imagination have used it in an "unorthodox" way, to the advantage of the Holy See as opposed to about ninety embassies. The way to use it was either to send outstandingly coloured persons, whose names would raise the prestige of the Pope, or to grant it to a younger man, to carry it through a promising career. In one case they did the first; never the second. The late Sr. Maurice Cheke was perhaps the sort of best qualified Protestant, but he was not economic, able to bring the necessary administrative prestige, which he did, and became the outstanding Minister after the late Duke of Leeds. The XXIII resigned his dignity and went to comfort him at his deathbed in Rome.

That, too, was a mistake. There has been no success. Several Ministers, on leaving, have comparatively new Mr. Mark Heath, who is not only dealing with the Queen's visit but with preparations for the next Papal visit over to London, promising a "gentler" face—less of a Pope and a more "balanced" outlook.

The Queen can hardly make much reference to the London visit due in 1952 as it is still so early. She no doubt, will say that she hopes personally to see the Pope then and make clear that he will be welcome.

It is great to think that the Queen can easily bring back the still sticky question of the national power. Does the fact that

the Queen is on a State visit to the Vatican, and is warmly received, and also the Pope's journey in 1932 at the invitation of the Roman Catholic bishops should also have aspects of a State visit. There is no fact the Government would be able to rely on his travels. The Pope has gone as a pastor, he has also been received by heads of state, and the campaign has raised their estimate of the pope's status. The Queen's close, longer association with the Pope is usually in a less objective spirit than that of the Pope. Talk between them about travels would naturally lead to the nearest on the Pope has so far made to Britain, the visit to London in 1929.

There is no doubt that the Vatican has been by far the biggest cause of friction concerning official relations between London and the Vatican. As the Queen is known as a lover of formalities, while the Pope has strongly expressed himself against "Anglo-Saxon imperialism," human rights, the subject could scarcely be put aside.

Superstition is not just a matter of the colour of clothes and cassocks. With the heat will in the world probably because there is so much of it surrounding the Queen's visit—a few weeks ago—have been the subject of a number of articles in the press. The 17th is to be the day of the Queen's 19th birthday, and the 19th is the day of the Queen's 19th birthday.

Patricia Nichols

Oakbridge

1. The first step is to identify the problem or question that needs to be addressed. This involves understanding the context and the specific requirements of the task.

demands of sexuality in the modern world.

Not that the Queen and the Pope will talk about any such subjects. They are not even supposed to be talking about the supposed arrangement by which the English Church and the Roman Catholic Church are to be joined. To the long-aided question of raising the diplomatic mission in London to the level of an embassy instead of being (like the Legation in Rome) a Legation is due to arise under the Pope's decision it should be, which is unlikely.

The Vatican takes these questions philosophically. Clearly, in diplomatic terms the Vatican could feel aggrieved that the British Government has had its mission here since the First World War without diplomatic status, but the Pope still has a representative in London with nothing more than some personal diplomatic privileges. It is hardly likely to be discussed, because largely it is a political question and Mr Chamber will be here here safe and sound, presumably, all the political ramifications at her finger-tips. The Cabinet is known to be divided on the advisability of changing and Conservatives anywhere with such outstanding actions as Mr Norman St John Stevas are regarded as less likely to be in Labour, while the bigger part of the Catholic vote.

The comparatively low status of the mission here means that the Foreign Office

[illegible][illegible]

The Cambridge

[illegible]

Anne Boleyn. The old adulterer-king most occasionally wins in his grave as the synod and the Pope, separately or together at other times, try to face the problem of marriage, divorce, annulments, unfaithfulness, adultery in and out of marriage, birth control, in the most ambitious attempt yet by the Roman Church to deal with the

Cabinet is known to be divided on the advisability of changing and Conservatives anyway with such outstanding exceptions as Mr Norman St John Stevas—are regarded as less favourable than Labour, which claims a bigger part of the Catholic vote.

The comparatively low status of the mission here means that the Foreign Office

The Queen can hardly make much reference to the Lowland visit due in 1982 as it is still so early. She no doubt will say that she hopes personally to see the Pope then and make clear that he will be welcomed. Yet even these obvious compromises can easily bring back the still tricky question of the temporal power. But the fact that

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Cambridge

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1. The first step is to identify the problem or question that needs to be answered. This involves understanding the context and the specific requirements of the task.

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هكذا من الامم

The long legal and political struggle over Namibia

Equities marked lower

§ Forward bargains are permitted on two previous days

1979-80	1978-79	1977-78	1976-75	1975-74	1974-73	1973-72	1972-71	1971-70	1970-69	1969-68	1968-67	1967-66	1966-65	1965-64	1964-63	1963-62	1962-61	1961-60	1960-59	1959-58	1958-57	1957-56	1956-55	1955-54	1954-53	1953-52	1952-51	1951-50	1950-49	1949-48	1948-47	1947-46	1946-45	1945-44	1944-43	1943-42	1942-41	1941-40	1940-39	1939-38	1938-37	1937-36	1936-35	1935-34	1934-33	1933-32	1932-31	1931-30	1930-29	1929-28	1928-27	1927-26	1926-25	1925-24	1924-23	1923-22	1922-21	1921-20	1920-19	1919-18	1918-17	1917-16	1916-15	1915-14	1914-13	1913-12	1912-11	1911-10	1910-9	1909-8	1908-7	1907-6	1906-5	1905-4	1904-3	1903-2	1902-1	1901-0	1900-0	1899-0	1898-0	1897-0	1896-0	1895-0	1894-0	1893-0	1892-0	1891-0	1890-0	1889-0	1888-0	1887-0	1886-0	1885-0	1884-0	1883-0	1882-0	1881-0	1880-0	1879-0	1878-0	1877-0	1876-0	1875-0	1874-0	1873-0	1872-0	1871-0	1870-0	1869-0	1868-0	1867-0	1866-0	1865-0	1864-0	1863-0	1862-0	1861-0	1860-0	1859-0	1858-0	1857-0	1856-0	1855-0	1854-0	1853-0	1852-0	1851-0	1850-0	1849-0	1848-0	1847-0	1846-0	1845-0	1844-0	1843-0	1842-0	1841-0	1840-0	1839-0	1838-0	1837-0	1836-0	1835-0	1834-0	1833-0	1832-0	1831-0	1830-0	1829-0	1828-0	1827-0	1826-0	1825-0	1824-0	1823-0	1822-0	1821-0	1820-0	1819-0	1818-0	1817-0	1816-0	1815-0	1814-0	1813-0	1812-0	1811-0	1810-0	1809-0	1808-0	1807-0	1806-0	1805-0	1804-0	1803-0	1802-0	1801-0	1800-0	1799-0	1798-0	1797-0	1796-0	1795-0	1794-0	1793-0	1792-0	1791-0	1790-0	1789-0	1788-0	1787-0	1786-0	1785-0	1784-0	1783-0	1782-0	1781-0	1780-0	1779-0	1778-0	1777-0	1776-0	1775-0	1774-0	1773-0	1772-0	1771-0	1770-0	1769-0	1768-0	1767-0	1766-0	1765-0	1764-0	1763-0	1762-0	1761-0	1760-0	1759-0	1758-0	1757-0	1756-0	1755-0	1754-0	1753-0	1752-0	1751-0	1750-0	1749-0	1748-0	1747-0	1746-0	1745-0	1744-0	1743-0	1742-0	1741-0	1740-0	1739-0	1738-0	1737-0	1736-0	1735-0	1734-0	1733-0	1732-0	1731-0	1730-0	1729-0	1728-0	1727-0	1726-0	1725-0	1724-0	1723-0	1722-0	1721-0	1720-0	1719-0	1718-0	1717-0	1716-0	1715-0	1714-0	1713-0	1712-0	1711-0	1710-0	1709-0	1708-0	1707-0	1706-0	1705-0	1704-0	1703-0	1702-0	1701-0	1700-0	1699-0	1698-0	1697-0	1696-0	1695-0	1694-0	1693-0	1692-0	1691-0	1690-0	1689-0	1688-0	1687-0	1686-0	1685-0	1684-0	1683-0	1682-0	1681-0	1680-0	1679-0	1678-0	1677-0	1676-0	1675-0	1674-0	1673-0	1672-0	1671-0	1670-0	1669-0	1668-0	1667-0	1666-0	1665-0	1664-0	1663-0	1662-0	1661-0	1660-0	1659-0	1658-0	1657-0	1656-0	1655-0	1654-0	1653-0	1652-0	1651-0	1650-0	1649-0	1648-0	1647-0	1646-0	1645-0	1644-0	1643-0	1642-0	1641-0	1640-0	1639-0	1638-0	1637-0	1636-0	1635-0	1634-0	1633-0	1632-0	1631-0	1630-0	1629-0	1628-0	1627-0	1626-0	1625-0	1624-0	1623-0	1622-0	1621-0	1620-0	1619-0	1618-0	1617-0	1
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* Ex dividend. * Ex all. * Forecst dividend. * Correc price. * Interim payment passed. * Price at suspension. Dividend and yield exclude * special payment. * Bid company. * Pre-merger figures. * Forecast earnings. * Capital distribution. * Ex rights. * Ex scrip or share sp. * For free. * Price adjusted for late dealings. * Significant date.

RECENT ISSUES

Baker Electronics 10% Ord (50)	1
Brink Investments	306
Extracare 12% "A" 1985 (17)	549.4
Gottsch-Larsen S1 Common Shares	482.5
Martinez Petroleum 10% Ord (180)	170
RTS 8 1/2% Conv Yrs La 1985-2000 (5)	510
Shackleton Petroleum NPY (51)	83
Treasury 11 1/2% "A" 1981-82	502.5
Western Deep 12 1/2% Jan Deb 1985-88 (7)	502 pre

Zimbabwe Settlement App

BONDS INTEREST		date of		maturity	
Anglo-Pool (567)					17 prms
5% 1968		Dec	9		55 prms
British Steel (1137)					22 prs
Burnet & Rinture (885)	Nov. 10				125 prms
Capa Industries (1978)					35 prms
East Rand Prop (130)	Oct. 31				51-1/2 prms
Imperial (387)					54 prms
Ricardo Engineering (1782)	Nov. 14				68 prms
Royal Bank of Canada (1465)	Oct. 21				31 prms

Note price & ex-dividend. Ex-dividend
 * Issued for 100 shares, at \$50 paid & \$15 paid, at \$65
 paid, & \$40 paid, at \$50 paid, at \$50 paid, at \$40 paid

SE chief a

Recommendations

THE TIMES

BUSINESS NEWS

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Stock Markets
FT Ind 488.1 down 5.1
FT Gilt 70.79 down 0.69

Sterling
\$2.4175 up 100 points
Index 77.9 up 0.4

Dollar
Index 83.7 up 0.2
DM 1.8280 up 25 pts

Gold
\$673.50 down \$5

Money
3 mth sterling 15 1/4-15 1/2
3 mth Euro \$ 13 1/4-13 1/2
6 mth Euro \$ 13 1/4-13 1/2

IN BRIEF

Threat to CI complex f job cuts ahead

Blue collar workers yesterday threatened to halt production at the complex, which is the main source of employment in the area. The threat came after the company announced that it was considering a 10 per cent reduction in staff. The company, which is a subsidiary of the British Steel Corporation, is currently producing 1.5 million tonnes of steel a year. The threat to jobs has caused concern in the local community, which is heavily dependent on the complex for employment. The company has said that it is considering the reduction in staff as a result of a decline in demand for its products. It has also said that it is considering other measures to reduce costs, such as cutting back on capital expenditure. The company has said that it is committed to the long-term development of the complex, but that it must take steps to ensure its financial survival. The threat to jobs has caused a sharp fall in the share price of the company. The share price fell by 10 pence to 150 pence yesterday. The company has said that it is considering the reduction in staff as a result of a decline in demand for its products. It has also said that it is considering other measures to reduce costs, such as cutting back on capital expenditure. The company has said that it is committed to the long-term development of the complex, but that it must take steps to ensure its financial survival.

IC pipe orders

The British Steel Corporation has secured a £5.8m order from BP for large diameter high performance undersea pipeline to and production from the Sole gas field in the North Sea.

so investment

BP is planning to increase its investment in the UK from around £5m in 1980 to more than £10m over the next couple of years, Mr Archie Forster, the chairman, said.

axaco platform

axaco is preparing preliminary designs for a new production platform to develop oil fields on block 14/20, east of the Clairmont field.

reet factory to close

allard and Bowser, Nuttall, confectionery company, is closing its Doncaster factory in the loss of 125 jobs.

eel redundancies

Leeds-based eel and engineering products up, has made 100 workers redundant and others have been on short-time working.

irmingham slump

The Association of British Chambers of Commerce has told Prime Minister only one of the companies in Birmingham were operating at more than 80 per cent capacity. Over half were cutting their workforce.

m turbine order

REC Gas Turbines has secured a £9m order from the North Sea to supply gas turbine sets for the Beryl oil production platform in the North Sea.

are mineral find

A small Australian mining company has located what may be the world's largest deposit of a rare strategic metal.

Report, page 20.

all Street lower

The Dow Jones industrial average closed 13.74 points up to 958.70. The \$-DRI fell 1.31550. The £ was \$2.417.

United Arab Emirates breaks oil pricing freeze with \$2 rise

By Nicholas Hirst, Energy Correspondent

The United Arab Emirates yesterday raised its oil prices by \$2 a barrel, breaking a freeze that had been in place since August 1, breaking the agreement for a freeze until the end of the year agreed by members of the Organization of Petroleum Exporting Countries in Vienna a month ago.

Its main crude, from the Murban field, now costs \$33.56 a barrel. Oil company analysts and executives within the International Energy Agency see the increase as a particularly insensitive move at a time when the West has lost nearly four million barrels of oil a day as the result of the war between Iran and Iraq.

With oil stocks sufficient worldwide to last more than 100 days, there could be strong resistance to any move by any other country to follow the UAE in raising prices, but there is no doubt that a new uncertainty has been created.

The main worry over the loss of the supplies from Iran and Iraq has been that panic buying would lead to a surge in prices, as soon as stocks began to fall. The fear there has been a little reaction to the war on the spot market, which traditionally leads prices upwards, but the danger of producers indulging in another round of rises has increased.

The UAE, which has been producing around 1.7 million barrels a day, says the increase is to bring its price in line with those of Saudi Arabia, which increased its prices in September, also backdated to August 1, by \$2 to \$30 a barrel.

But on grounds of quality, the UAE's price was already at an adequate differential to the Saudi Arabian price before its latest increase. The rise effectively aligns the UAE crude with the prices of most of the Opec moderate who have been using a notional \$32 a barrel as a benchmark on which to calculate the value of their own



Shaikh Mana Said Al-Otaiba: moderate minister.

crudes, since the Opec meeting in Algiers in June.

The UAE led by Shaikh Mana Said Al-Otaiba, its moderate oil minister, had become out of line with the majority because it had stuck by Saudi Arabia in Algiers when neither put its prices up. But there is no doubt that the freeze agreed in Vienna was expected to apply to the UAE as equally as it applied to every other Opec member.

Opec has been moving gradually towards a reunification of its pricing structure which has been in disarray since the Iranian revolution, and it was expected that Saudi Arabia would increase its prices again to achieve unity before the summer meeting of heads of state originally planned to take place in Baghdad in three weeks' time.

That meeting has now been cancelled. Plans to institute an automatic system of price increases have been postponed, and pricing unity has become less important than finding ways of heading a breach caused by a war between two of its members.

First setback for 25 years, but market expects £173m target to be met Marks & Spencer profits fall 11 pc

By Our Financial Staff

Marks & Spencer, one of the mainstays of Britain's High Streets, has suffered its first profits setback in 25 years. Profits fell by nearly 11 per cent to £68m during the six months to September.

But M & S, regarded as among the most efficiently managed companies in the country, expects profits for the entire 1980-81 period to be satisfactory. The stock market took this to mean the owners of the St Michael label would match or exceed last year's profit of £173m, and the shares gained 2p against the trend to 106p.

The group, which in recent years has established retailing businesses in Canada and on the Continent, reports an improvement in trading during August and September, but its interim dividend is maintained at 2.4p a share gross.

This is the first time that M & S has published results showing a decline in profits since the early 1950s, and Lord Sieff, the chairman, said it reflected a period in which "economic recession has deepened, unemployment increased and inflation remained high".

Nevertheless, at the expense of profit margins, M & S increased its sales and by implication its market share in both the textile and food areas. Total sales were up by 10.3 per cent to £845m in the six months.

Within this, sales of food in British stores increased by 18.6 per cent in value terms, about half that in terms of volume, while overall European sales, including a new Dublin store, were up by nearly 23 per cent.

After last year's dramatic price cuts by

M & S aimed at stabilising its market position at that time, the company set about cooperating with its suppliers towards achieving greater efficiency and lower costs.

Largely because of this, prices in its stores—and it still maintains a policy of buying British for more than 90 per cent of the products it sells—have only risen by 2 per cent in textiles during the past 12 months and 8 per cent in food.

Another High Street casualty yesterday was Debenhams, the department store group which also controls Harvey Nichols, Hamleys and the Lonsdale shoe chain. Profits fell from £4.73m to £1.29m as the group sought to maintain the volume of goods sold with aggressive price-cutting.

Financial Editor, page 19

Rise in money supply growth eases to 0.6 pc

By John Whitmore, Financial Correspondent

Bank of England figures showing a 0.6 per cent rise in the money supply in September were described as displaying "encouragingly low growth" by Sir Geoffrey Howe, the Chancellor of the Exchequer, last night at the Mansion House banquet for the Bankers and Merchants of the City of London.

But the Government had only modest success in introducing its new £800m short/medium gilts-edged stock yesterday. The market estimated that the authorities had probably sold less than a quarter of the stock.

The 0.6 per cent growth in sterling M3, the broad-based measure of money in the September banking month probably means that the underlying annual rate of growth since February—the base date for the present target period—may well be under 15 per cent now, possibly even as low as 11 per cent to 13 per cent.

It is almost impossible to make any firm statement on the underlying rate of growth over the period because of the enormous post-corset adjustments in the financial system.

The authorities will certainly want to have a much better idea of what has been happening in the October banking month, which finished on Wednesday, before they consider reducing

M.L.R. Assessment of the figures is unlikely to be completed for another fortnight.

The September figures offer some encouragement in terms of private sector loan demand. Growth last month dropped to £543m, little more than half the monthly average so far this year. This, moreover, was after a further fall of £260m, in bank acceptances held outside the banking system.

Offsetting are the figures may have benefited by a similar amount from the unwinding of "round-tripping" carried out at the end of August.

The monthly figures have been so volatile this year that one month's figures can hardly be seen as a turning of the corner.

On the basis of recent months one would expect the October figure to be significantly larger. The key issues are how much larger and how badly affected they are by a fresh wave of round-tripping this Wednesday.

With total domestic credit expansion at £1,004m—the public sector made a positive contribution of £373m—the impact on sterling M3 was reduced by the large (£583m) increase in external finance. Given the recent balance of payments surplus, this indicates extremely heavy private sector investment overseas.

Tables, page 20

Ford to cut back on British car imports

By Peter Waymark

Ford is planning to cut back the number of cars it imports into Britain, which have been accounting for nearly one in four of all foreign models sold here.

Shipments of Fiestas from Spain and Cortinas from Belgium and the Irish Republic are already being reduced and the effect should be reflected in the new car registration figures in the next few months. To the end of September, imported Ford took 15 per cent of the total United Kingdom car market, compared with a 15.6 per cent share for the company's British-made cars. Ford expects that, during 1981, British Fords should be out-selling imports by at least two to one.

The plan to cut imports, however, is tempered with a warning that "if demand for any Ford product seriously outstrips the ability to supply from our British plants, we shall have to call on European sources rather than turn business away".

Spanish-built Fiestas, of which nearly 61,000 have been sold in Britain this year, have aroused particular controversy since Spain is virtually a closed market to British cars. Sir Michael Edwards, BL's chairman, has been prominent among the critics.

But Ford says that the introduction of a second shift at its

Dagenham plant has enabled production of British Fiestas to more than double, reducing the need to import. The Fiesta schedule this month is 5,000 from Dagenham and 2,000 brought in from Spain.

Since its nine-week strike in 1978, Ford has been easily the highest single importer of cars into Britain. The Capri and Granada are built only in Germany, but are relatively small sellers. Ford argues that this import surge has been caused by the high demand for its cars which its British factories have been unable to satisfy.

Ford also expects to push back imports with the new Escort model. Apart from a small number of special versions, all Escorts for the British market are being made at Halewood and Ford is looking for a market share of up to 10 per cent, as against the 7.5 per cent achieved by the old model. That will depend, however, on Halewood meeting production schedules.

Revenue plea: Sir Bernard Scott, president of the Society of Motor Manufacturers and Traders, last night urged the Prime Minister to use the British motor industry's Clifford Webb writes. He asked Mrs Thatcher to remove the £151m a year car tax which he described as "arbitrary discrimination".

Technology column, page 19

SE chief attacks market inquiry

By Our Financial Staff

Mr Nicholas Goodison, chairman of the Stock Exchange, said last night that it was foolish for the Department of Trade to investigate the framework of the securities market through the Restrictive Trade Practices Act. A balanced inquiry should have been set up instead of leaving it to the narrow, legalistic, expensive and wholly inappropriate processes of the Act.

Mr Goodison, who was speaking at last night's Mansion House banquet, said: "My lawyers, who have before them potentially the largest case in English civil legal history, think it absurd that even at this preliminary stage appears to be concerned with anything up to 200 so-called restrictive practices and with over a million discoverable documents, can be managed in the context of normal legal procedure."

He said there must be a better way of looking at what the market was trying to do, which was to serve trade, industry and savers, and he appealed to Sir Geoffrey Howe, Chancellor of the Exchequer, to help to save money.

Reassurance for City on monetary policy

Continued from page 1

The Chancellor reserved some severe criticisms for the nationalised industries and the public sector in general. Workers in the competitive sectors were being obliged to accept pay rises substantially below the present rate of inflation, he said. "It would be grossly unfair if public sector employees were not prepared to do the same."

Most workers in the public sector had enjoyed a much higher standard of job security than those in the private sector, the Chancellor said. When unemployment was high a secure job was worth a great deal and that should be reflected in relative levels of pay.

The Chancellor, in a warning to public sector unions, said that when the Government came to set cash limits for the rate support grant and for rate support grant spending, those factors would be firmly in his mind.

Cash limits in the present financial year had been set at between 13 and 14 per cent and there has been speculation that next year they would be reduced to 8 or 9 per cent.

Nearly 80 per cent of the money raised in the market in the last four years was for government, and the burden of this deepening debt was appalling, Mr Goodison said.

Mr Peter Green, chairman of Lloyd's, congratulated Sir Peter Gadsden, the Lord Mayor, for his travel efforts during the year.

"Apart from trips round the United Kingdom and Europe, you have recently returned from a long and arduous tour of China making I suspect the first visit by a Lord Mayor to that country," Mr Green said.

As expected, the Governor devoted a substantial part of his speech to explaining why the money supply had appeared to be getting out of control in July and August. To many bankers and traders at the point appeared to be a rebuff of criticisms levelled at him and the Bank over the rapid money supply growth this summer.

The wide fluctuations in the rate of monetary growth reflected to a large extent the variations in public borrowing, he maintained. In the spring and summer there was a resurgence in public borrowing which may have been about £7,500m in the first six months of the financial year. The Governor said that this resurgence was probably temporary, but it was larger than expected so it was more than could be financed outside the banking system from the capital market.

The Governor added: "In the face of such swings in the borrowing requirement, the difficulties for short-term control of sterling M3 are, I submit, bound to be increased."

Financial Editor, page 19

Steelmakers agree on output curbs

By Peter Hill, Industrial Editor

Proposals for strict control of European steel production by the EEC Commission were endorsed yesterday by members of the European Coal and Steel Community Consultative Committee.

At a meeting which lasted most of the day, employee and union representatives from steel companies throughout the EEC voted by a large majority to support the Commission's use of the dormant powers under Article 58 of the community's treaty to control production levels.

The West German industry, representatives, who have consistently opposed the measure, used yesterday's meeting to reaffirm their strong opposition. The EEC committee had to be consulted formally about implementation of the powers before the Commission could go ahead. The way is now clear for the EEC Commission to introduce the production ceilings with Wednesday next week—barring any late attempt by the West German Government to veto the plan.

The plan can be revoked if two main steel-producing member states reject it or if the West German Government uses its veto by claiming that vital national interests will be affected.

The production ceilings will affect crude production and the output of finished steel—including special steels. These will be the subject of further talks between industry representatives and Commission officials.

Much of the ground has already been prepared and machinery set up to monitor the new levels.

Doctors and public buy shares in beds outside NHS Private hospitals going public

The City will shortly be asked to raise more than £11.4m to finance five new private hospitals. Yesterday, M. J. H. Nightingale, the investment banker which runs an over-the-counter market, announced that it had raised the required £1.4m towards the cost of £3.3m for the West Yorkshire Independent Hospital.

This is the first hospital to be financed in this way, and the first of four projects which have in recent weeks been brought to Nightingale.

Mr Nicholas Moly, the deputy managing director of Nightingale, said that finance for an extension to an existing private London hospital, to cost £1m, would be raised in December. He said: "We have been

approached by another three groups led by members of the medical profession from the West Midlands, London and the south of Scotland."

Some of these groups have approached the City before but have been told that raising finance for private hospitals commercially was impossible.

Mr Moly added: "The enthusiasm for the West Yorkshire project has shown them that it can be done, and that the medical profession is looking for solutions to the current problems in the health service."

The West Yorkshire, registered in May, 1979, is designed as a 45-bed unit to have a total of 55 medical staff and should be admitting patients in 1982. The scheme is funded by the first £300,000 came mainly

GLOOM BEATERS!

"...specialist truck builders Hestair Dennis have taken on the recession and won—with full order books and flat-out production..." That's what TRUCK magazine said in its October issue about the launch of our new Dennis 16-ton Delta 1600 series truck which features the new tilting steel cab.

Most other vehicle manufacturers are on short time. Hestair Dennis is producing a long line of success stories, with no redundancies and plenty of overtime.

After only three years back in the double-deck bus market and following exhaustive comparative trials, we won an order for 144 Dennis Dominators from South Yorkshire. They have just increased that order.

In Hong Kong we have received repeat orders for our Jubilee double-deck bus. We are also designing a new model for the Kowloon Motor Bus Company to cope with the crowded roads and gruelling conditions.

In the last twelve months alone, Dennis has received orders for some 500 buses.

Four years ago, Hestair Eagle started to design its own refuse collection vehicle. Their old model had under 5% of the market. The new model, the Phoenix, has captured 35% of the home market and is also being exported and licensed abroad. The recently launched high-technology road sweeper is ready to follow this success.

Unlike most of our competitors, every vehicle on our Dennis and Eagle production lines has a customer.

Our other engineering company, Hestair Farm Equipment, will also be launching a brand new product range at Smithfield in December. Because in every field, despite the recession, new product development is our first priority. We believe that the rewards will come in the future.

For a copy of our accounts and interim statement or a copy of the TRUCK magazine article, please contact the Company Secretary, Hestair Limited, 10 Castle Hill, Windsor, Berks. Tel: (075-35) 54945.

See for yourself. Come and see us at the Motor Show on Stand 95, Hall 5, and at Smithfield on Stand 95/96.

Hestair Limited

PRICE CHANGES

Research	15p to 203p	Norfolk Simon	35c to 735c
Bank	12p to 286p	Standard & Chart	15p to 650p
Tool	7p to 54p	Weeks Petrol	25p to 415p
Time	10p to 260p	Wholesale Fit	20p to 920p
Moon	35p to 783p		

THE POUND

	Bank	Bank	Bank	Bank
	buys	sells	buys	sells
Australia	2.09	2.02	Norway Kr	12.10
Belgium	32.30	30.60	Portugal Esc	123.00
Canada	72.00	65.50	South Africa Rd	2.83
Denmark	13.90	13.35	Spain Ptas	161.50
France	9.15	8.75	Sweden Kr	10.39
Germany	10.42	10.02	Switzerland Fr	4.11
Italy	10.42	10.02	Yugoslavia Dnr	76.00
Japan	107.00	101.00		
Netherlands	11.25	11.75		
Portugal	1.20	1.20		
Spain	161.50	161.50		
Sweden	10.39	10.39		
Switzerland	4.11	4.11		
Yugoslavia	76.00	76.00		

Notes for small denomination bank notes only, as supplied yesterday by Barclays Bank International Ltd. Current rates apply to travellers' cheques and other foreign currency business.



US demand for freer trade with Japan

Mr William Miller, United States Treasury Secretary, asked the Japanese Government to reduce trade barriers which are keeping American products out of Japan, in return for continued resistance to protectionist pressures within the United States.

In New York, Mr Miller said the United States would continue to resist pressures to bar Japanese imports, but that Japan had to make its economy more open to American products.

Specifically, he said United States firms should be given greater opportunity to provide communications equipment to Nippon Telephone Telegraph.

French prices for petrol, diesel and heating oils are going up from today. Premium petrol will cost 3.51 francs (35p) per litre, up from 3.45 francs, diesel oil 2.49 francs, up from 2.43 francs, and heating oil 1.885 francs, up from 1.065 francs.

The decision means Metal Box, dominant supplier of cans in Britain, together with Reed, part of American Can, and Canam, also American-based, can enter into agreements of more than two years with customers.

But Metal Box will remain bound by a number of other undertakings, one of which allows the granting of special discounts to customers who agree to take the whole or a specified proportion of their can and aerosol needs from Metal Box.

Shell Oil is likely to award a 70,000 yen (£141.4m) order to a group of Japanese and Dutch companies to modernize its oil refinery at Whangarei, New Zealand.

Workers at the Fiat car company's main factories in Turin rejected union-backed plans to end the five-week dispute that has almost brought production to a standstill. The plans involve some 23,000 layoffs.

The United States produced a record 2.7 million colour television sets in the second quarter of 1980, but 29.5 per cent were made from foreign parts.

Foreign cars took 22 per cent of the French car market in the first eight months of 1980 compared with 21.8 per cent in the same 1979 period.

Wiggins Teape, the BAT Industries papermaking subsidiary, yesterday began a new paper coating operation at its Ely mill near Cardiff, the first part of a £36m investment programme.

The development, described as among the most advanced in Europe, will increase the company's capacity to produce carbonless copying paper in Britain from 70,000 to 100,000 tonnes a year. There is further scope to raise production to 100,000 tonnes a year.

More than £26m of the investment will be at the Ely mill. The balance will be spent on updating and modifying machinery at the company's Treforest factory, which is also near Cardiff, and at its Dartford mill in Kent.

Wiggins Teape's expansion has been welcomed by the United Kingdom paper and board industry which has been suffering from big cutbacks in the past year. Papermakers have failed to persuade the Government to grant concessions, particularly in the area of energy prices, to prevent further closures and job losses.

Among the main casualties have been the newspaper operations of Bowater and Reed, which resulted in joint union-industry requests for assistance to the Prime Minister.

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The world market for carbonless paper has grown rapidly in the past 25 years and Wiggins Teape estimates its share at £130m a year. The company produces the paper, called Iden, in Belgium as well as Britain and exports from South Wales are said to be worth £20m a year.

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Fringe benefits prove an increasingly important factor

Managers still lag in wage rises

Despite freedom from income controls, salaries of managers are not rising as swiftly as average earnings and they are only marginally ahead of inflation. A survey by Inbucon management consultants yesterday shows that the average salaries of managers rose by 19 per cent during the year ending in July. This compares with the 21.6 per cent rise in earnings in weekly wage packets according to latest government figures.

The survey shows that the average gross salary of managers rose from £10,687 to £12,677, a rise of 18.6 per cent. Net salaries went up from an average of £8,480 to £9,933 after tax, a rise of just over 17 per cent. During the same period the retail price index increased by 16.9 per cent.

Fringe benefits, however, are an increasingly important component of managers' remuneration. The survey shows that 72 per cent now have a company car compared with 69 per cent a year ago, and 58 per cent enjoy free private medical insurance compared with 50.6 per cent in 1979.

Company secretaries, financial marketing, training and personnel research and data processing executives' salaries

increased by more than the average during the year. Those of managing directors, general managers, export salesmen and work study executives were among the categories whose salaries went up by less than the average.

The survey, the nineteenth of an annual series, also shows that the age of the typical United Kingdom executive has increased slightly over the year from 44 to 45 and is likely to have been doing his present job for 5.0 years (compared with 4.9 years in 1979).

Apart from managing directors, company secretaries are the highest paid and a high proportion (28 out of 195) also have seats on the board. Heads of work study have the lowest average salary of any of the jobs surveyed and none of the sample of 141 work study heads is a director.

Other executives close to the bottom of the salary league table are those dealing with training, whose average salary was £9,533, and again none of those surveyed was on the board.

Chief engineers are also at the low end of the salary table with an average of £10,483. Only 30 out of 397 were directors and 56 per cent had company cars.

Sales executives are most likely to get a seat on the board. Out of 387 surveyed, 329 or 85 per cent were directors from the group responsible for all sales.

Contrary to accepted belief, data processing executives do not necessarily receive particularly high salaries. A separate section in the survey dealing with data processing staff shows that even DP heads (with titles such as data processing manager, head of computer services or computer manager) shows average salaries of only £11,794—less than managers in general.

As is to be expected in a comparatively new profession, DP managers are likely to be younger than their colleagues in other areas and to have spent significantly less time with the same company. The survey shows the average age of DP heads at 41 and the average company service as 9 to 7 years.

The survey covers 669 companies and 3,200 individual executives. It is published by Inbucon Management Consultants, Salary Research Unit, 197 Knightsbridge, London SW7 1RN. £80 per copy.

Patricia Tisdall

Restrictions on metal can makers relaxed as competition increases

By Derek Harris

Three companies are being released from undertakings given after a Monopolies Commission investigation in 1970 because competition in metal can manufacturing has increased.

The decision means Metal Box, dominant supplier of cans in Britain, together with Reed, part of American Can, and Canam, also American-based, can enter into agreements of more than two years with customers.

But Metal Box will remain bound by a number of other undertakings, one of which allows the granting of special discounts to customers who agree to take the whole or a specified proportion of their can and aerosol needs from Metal Box.

Mr Gordon Borrie, Director General of Fair Trading, who recommended the easing on undertakings to the Government, will continue to keep the metal containers market under review. It was emphasised yesterday that he could always make another monopoly reference or take action under the Government's new competition legislation which covers investigation of single companies for anti-competitive behaviour.

The undertakings on long-term contracts were no longer relevant to the changed metal containers market. The Department of Trade said yesterday. One change has replaced three-piece cans with two-piece cans, mainly for beer and other drinks.

Mr Borrie found in a review of the market that the entry of two United States based com-

panies, National Can Corporation and Continental Can, had opened up competition in this area of the container industry. As a result Metal Box's share of this sector, put at more than 80 per cent by the Monopolies Commission, had fallen considerably, Mr Borrie found.

The Commission estimated Metal Box's share of the whole metal containers market, including aerosols, at 77 per cent at the time of its inquiry. But it did not find the monopoly situation in itself to operate against the public interest, because Metal Box was forced on the whole to act fairly and efficiently to maintain market share. The company has undertaken to provide some additional information to Mr Borrie so he can assess the effect of the changes made in the undertakings.

Foreign gas prices cheaper than UK

By Nicholas Hirst

Energy Correspondent

New and renewed gas contracts signed by large industrial customers in the United Kingdom cost less than those agreed by their competitors abroad, according to a new survey.

But the rate of increase of British gas prices has been outstripped by a number of its competitors over the past 12 months.

National Utility Service, a group which analyses and advises on industry's energy costs, monitoring contracts at 550,000 sites in eight countries, has shown that on contracts signed since September 1 British gas is paid an average price for its gas which was 18 per cent more than that paid

in Germany, 47 per cent more than in France and twice the level in the United States.

But during 1979/80 gas prices rose by an average 22.6 per cent, while prices in West Germany rose by 38.3 per cent and those in France by 36 per cent.

The survey analyses gas prices in five different categories. Only in one—gas for heating on contracts for 100,000 therms a year—is the United Kingdom beaten into second place. In other categories consumers in the United Kingdom are signing contracts at substantially higher prices than those charged in competitor countries.

The average price of industrial gas in the United Kingdom according to the NUS survey was 23.9p a therm, while in the United States the average was only 13.1p a therm.

But prices paid by consumers in the United Kingdom are often substantially lower than those quoted in the survey, being based on contracts signed some time ago. These will be increased when they come up for renewal.

The survey adds to the claims made by industry and chemical manufacturers in particular, that British gas prices are giving competitors abroad an unfair advantage in the cost of producing products.

A committee of the Confederation of British Industry is preparing new information on energy costs to try to get at the true picture. The Government and British Gas have pointed out that comparative cost between countries are difficult to make.

More foreign package holidays on offer

By Our Commercial Editor

Two more companies have announced extra foreign package holidays next summer, indicating that next year at least 500,000 extra holidays will be on offer, a 15 per cent capacity increase, despite the fact that the market is expected to be static.

Thomas Cook Holidays is increasing capacity by 25 per cent next summer, with a wider range of United States trips. And Intasun, one of the top three package tour operators, while increasing capacity by 20 per cent, is pegging price increases to an average 5 per cent.

Barle has been joined among the operators to secure a bigger slice of next year's market after this year's 10 per cent expansion. One of Intasun's special offers is for a one-week Miami Beach holiday at £149, £30 cheaper than last year's special offer. Intasun claims it will be offering around 1,000 bargain offers in May.

Because of sterling's strength, last summer, should have been profitable for the tour operators, although there was a dip in demand mid-season and then a rush of late bookings.

Intasun carried 375,000 passengers at a "highly profitable" load factor of 93 per cent, according to Mr Harry Goodman, Intasun's chairman.

Its pioneering of Miami Beach holidays appears to have paid off, the 100,000 or so holidaymakers carried showing a satisfaction rate of 80 per cent. Florida's heat and humidity in high summer turned out not to be a problem.

LETTERS TO THE EDITOR

'Unfair' Yarrow compensation

From Mr I. A. D. Mann

Sir, I refer to the report that Yarrow and Company Limited has decided to accept the Government's final offer of £6,000,000 for its former naval shipbuilding subsidiary which was nationalised in 1977.

As finance director of the Yarrow Group, I have been involved in the debate over the compensation formula since the Bill was first introduced in 1974. Our efforts to convince the previous Government that the compensation basis was unfair and illogical were unsuccessful, as have been our attempts to persuade the present Government to amend the formula, if necessary by further legislation.

The Government has itself agreed that the compensation terms are "grossly unfair" to some of the companies concerned, and its stated reason for being unwilling to amend these terms has been described as "invalid" by the chairman of the Stock Exchange.

My purpose in writing this letter is to draw to your attention the dangerous precedent which has been set by leaving this compensation formula on the statute book. Directors and shareholders of other companies which may be subject to nationalisation under a future Labour Government should be aware that if the same formula is applied, they will receive grossly inadequate compensation.

The unfairness of the present formula is best illustrated by comparing its terms with the normal situation when a company is being valued for acquisition or a takeover bid.

1. Has any company been acquired at a price based on the company's value four years earlier, with no account taken of the probability of the company in the intervening years?

2. Has any takeover bid for a public company been made exactly based on the quoted share price before the bid was made, with no premium for control, ownership and control?

3. Has any government-owned company been valued at the national price at which shares would have been listed?

4. Has any acquisition price in which the price was paid seven years after the nationalisation, with no allowance for inflation in intervening years?

Every one of these is embodied in the ship compensation formula. I wonder that the terms have been described as grossly unfair by the companies concerned in an appeal to the European Court?

I believe that the Government should re-evaluate its decision and should amend the formula to correct this injustice, removing the precedent being set.

I. A. D. MANN, Yarrow Finance Director, Yarrow Shipbuilders, Glasgow G2 4UN.

From Mr Rodney de Charnoy

Sir, The comments on the "Nationalisation" of the Canadian provincial government procurement market by Mr Frank Vogl (October 9) are fair enough, and useful, although it is not clear why the estimate is understood he was not writing about all contracts, only about provincial preferences in government contracts.

However, your reporter goes on to volunteer some information on other aspects of trade policy in Canada. He reports that "the Federal Government has supported national protectionist trade policies that have benefited central Canadian industry, while raising general living standards." Some politicians believe that in British Columbia there is the constant discipline of vigorous retail price competition.

Trade policy in a small regionalized country very dependent on exports is a difficult issue; it need not be simplified or over-simplified. Yours truly, R. DE C. GREY, Ambassador for Canada for the Tokyo Round, and Special Adviser, Government of Ontario, House, Charles II Street, London SW1P 4QS.

From Miss T. M. Alderwick

Sir, In regard to the unmasking of yet another bogus trade directory company (October 14) I was interested to observe that Miss Muller came to the right conclusion for the wrong reason. There really is a Khyber Pass in Auckland, New Zealand. It is a main road running from Broadway Newmarket to Symonds Street in the central area of the city. Presumably it acquired its rather bizarre name in the days when India was the chief focus of Queen Victoria's imperial crown.

Yours faithfully, T. M. ALDERWICK, 124 Chichester Terrace, Brighton, Sussex.

From Mr. J. B. Breeze

Sir, I have been reading with interest the article in the "Business Diary" about the Khyber Pass in Auckland, New Zealand. It is a main road running from Broadway Newmarket to Symonds Street in the central area of the city. Presumably it acquired its rather bizarre name in the days when India was the chief focus of Queen Victoria's imperial crown.

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Wiggins Teape starts £36m investment

By Edward Townsend

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Wall Street

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Yonah	1924	63	Herc	57	Westinghouse Elec
Cos Edison	1924	63	Minnesota	57	Weyerhaefer
Cos Ford	1924	63	Mobil Oil	80	Whirlpool
Cos Power	1924	63	Monaca	50	White Motor
Continental	1924	63	Morgan J.	40	Woodworth

Oct. 16.00c; to 0.40c a lb. Meal a bushel lower. Prices settled around the middle of a 2½¢ range. WHEAT Oct. 16.30c; Dec. 15.880 bid; March 15.950 asked; May, 15.960 asked; July, 15.970 asked. CORN Dec. 15.350c;

1979-80		1978-79		1977-78		1976-77		1975-76		1974-75		1973-74		1972-73		1971-72		1970-71		1969-70		1968-69		1967-68		1966-67		1965-66		1964-65		1963-64		1962-63		1961-62		1960-61		1959-60		1958-59		1957-58		1956-57		1955-56		1954-55		1953-54		1952-53		1951-52		1950-51		1949-50		1948-49		1947-48		1946-47		1945-46		1944-45		1943-44		1942-43		1941-42		1940-41		1939-40		1938-39		1937-38		1936-37		1935-36		1934-35		1933-34		1932-33		1931-32		1930-31		1929-30		1928-29		1927-28		1926-27		1925-26		1924-25		1923-24		1922-23		1921-22		1920-21		1919-20		1918-19		1917-18		1916-17		1915-16		1914-15		1913-14		1912-13		1911-12		1910-11		1909-10		1908-09		1907-08		1906-07		1905-06		1904-05		1903-04		1902-03		1901-02		1900-01		1899-00		1898-99		1897-98		1896-97		1895-96		1894-95		1893-94		1892-93		1891-92		1890-91		1889-90		1888-89		1887-88		1886-87		1885-86		1884-85		1883-84		1882-83		1881-82		1880-81		1879-80		1878-79		1877-78		1876-77		1875-76		1874-75		1873-74		1872-73		1871-72		1870-71		1869-70		1868-69		1867-68		1866-67		1865-66		1864-65		1863-64		1862-63		1861-62		1860-61		1859-60		1858-59		1857-58		1856-57		1855-56		1854-55		1853-54		1852-53		1851-52		1850-51		1849-50		1848-49		1847-48		1846-47		1845-46		1
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Girls, cocktails, Mr Cooper and some cars.

For the journalist, press day is a sort of alcoholic obstacle course, negotiated in some cases with difficulty. Your reporter went armed with no fewer than

The days when British car manufacturers timed new model announcements to coincide with

At £25,251 the Porsche 928S costs half as much as a Rolls-Royce Silver Spirit but £6,000 more than its main British rival,

The Porsche 928S—for the driving connoisseur

The addition of a front air dam, and rubber spoiler around the rear window has further lowered the drag coefficient of what, thanks to a smooth, bulbous shape, was already an impressively wind-cheating car. This, combined with a higher compression ratio, has produced a small improvement in fuel consumption (though unlike the

The 150-mph-plus top speed is about double the legal maximum in many countries, the best-known exception being West Germany where the Porsche is made. German car manufacturers are keen to see this state of affairs maintained and seem to design their vehicles accordingly. Once off the autobahn, it should be said,

The 92SS is well equipped with air conditioning as standard (though it is not possible to cool the cabin at sea). Each of the two engines has a 100-hp electric generator, and the boat has a 100-hp generator for radio, lights and heater. The cruising weight is 11,000 lb, and the height is 20 ft above the waterline. The 92SS moves with the grace of a cat, and it is an assurance that a small boat can be a pleasure to sail.

For a 92, costing \$25,000, there are some nice extras. Though the engine is smooth, it is anything like as quiet as, for example, the Jaguar's, and it sets up a degree of vibration at low speed which did not appeal to my passengers. Tender stomachs, too, will find the ride which is harsh when by the sea-side of a small family saloon.

On the same subject, Montagu has produced a book called *Rogalovska Royal* (Cognac, 1795) which is a collection of information and 100 photographs from 10 years of royal mourning. Figure Edward VII was certainly the first British to take to the motor car as early as 1896.

But Lord Montagu's new scrapbook does not confine to British remembrance of Prince Henry of Prussia. Kaiser's brother, was a 16 figure in motor sport before 1914-18. War as first, per Siamese Cousins Prince B. Prince Chula. And that of the finest collections of cars belonged to the Shu Han.

Peter Wray

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